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No. 22,325 號第廿百叁千貳萬第 日四拾月正年午庚 HONG KONG, WEDNESDAY, FEBRUARY 12, 1930. 叁拜禮 日貳拾月貳年貳百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after DECEMBER 6th, 1929, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	6.40	8.05	8.30	9.08	9.15	10.00	10.10	10.15	10.35	10.45	11.15	11.35	1.00	1.15	1.35	2.00	2.15	2.35	2.50	3.15	3.40	4.00	4.15	4.30
Yanmat Dep.	6.49	8.14	8.39	9.17	9.24	10.09	10.19	10.24	10.44	10.54	11.24	11.44	1.09	1.24	1.44	2.09	2.24	2.44	2.59	3.24	3.49	4.09	4.24	4.39
Shatin Dep.	7.01	8.26	8.51	9.29	9.36	10.21	10.31	10.36	10.56	11.06	11.36	11.56	1.21	1.36	1.56	2.21	2.36	2.56	3.06	3.31	3.56	4.16	4.31	4.46
Taipei Dep.	7.15	8.40	9.05	9.43	9.50	10.35	10.45	10.50	11.10	11.20	11.50	12.10	1.25	1.40	1.60	2.10	2.25	2.45	2.55	3.20	3.45	4.05	4.20	4.35
Market Dep.	7.20	8.45	9.10	9.48	9.55	10.40	10.50	10.55	11.15	11.25	11.55	12.15	1.30	1.45	1.65	2.15	2.30	2.50	3.00	3.25	3.50	4.10	4.25	4.40
Fanning Dep.	7.30	8.55	9.20	9.58	10.05	10.40	10.50	10.55	11.15	11.25	11.55	12.15	1.30	1.45	1.65	2.15	2.30	2.50	3.00	3.25	3.50	4.10	4.25	4.40
Shuang-shui Dep.	7.35	9.00	9.25	10.03	10.10	10.55	11.05	11.10	11.30	11.40	12.10	12.30	1.45	2.00	2.20	2.30	2.55	3.05	3.25	3.40	3.55	4.15	4.30	4.45
Shum-chun Arr.	7.41	9.06	9.31	10.09	10.16	11.01	11.11	11.16	11.36	11.46	12.16	12.36	1.51	2.06	2.26	2.36	3.01	3.11	3.31	3.46	3.56	4.16	4.31	4.46
Canton Arr.	7.45	9.10	9.35	10.13	10.20	11.05	11.15	11.20	11.40	11.50	12.20	12.40	1.55	2.10	2.30	2.40	3.05	3.15	3.35	3.50	4.05	4.20	4.35	4.50

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	7.45	9.10	9.35	10.13	10.20	11.05	11.15	11.20	11.40	11.50	12.20	12.40	1.55	2.10	2.30	2.40	3.05	3.15	3.35	3.50	4.05	4.20	4.35	4.50
Shum-chun Dep.	7.57	9.32	9.57	10.35	10.42	11.27	11.37	11.42	12.02	12.12	12.42	13.02	2.17	2.32	2.52	3.02	3.17	3.27	3.47	3.57	4.17	4.32	4.47	5.02
Shuang-shui Dep.	8.05	9.40	10.05	10.43	10.50	11.35	11.45	11.50	12.10	12.20	12.50	13.10	2.25	2.40	3.00	3.10	3.25	3.35	3.55	4.05	4.25	4.40	4.55	5.10
Fanning Dep.	8.15	9.50	10.15	10.53	11.00	11.45	11.55	12.00	12.20	12.30	13.00	13.20	2.35	2.50	3.10	3.20	3.35	3.45	4.05	4.15	4.35	4.50	5.05	5.20
Taipei Dep.	8.30	10.05	10.30	11.08	11.15	12.00	12.10	12.15	12.35	12.45	13.15	13.35	2.50	3.05	3.25	3.35	3.50	4.00	4.20	4.35	4.50	5.05	5.20	5.35
Market Dep.	8.40	10.15	10.40	11.18	11.25	12.10	12.20	12.25	12.45	12.55	13.25	13.45	3.00	3.15	3.35	3.45	4.00	4.10	4.30	4.45	4.55	5.15	5.30	5.45
Shatin Dep.	8.52	10.27	10.52	11.30	11.37	12.22	12.32	12.37	12.57	13.07	13.37	13.57	3.12	3.27	3.47	3.57	4.12	4.22	4.42	4.52	5.12	5.27	5.42	5.57
Yanmat Dep.	9.04	10.39	11.04	11.42	11.49	12.34	12.44	12.49	13.09	13.19	13.49	14.09	3.24	3.39	3.59	4.09	4.24	4.34	4.54	5.04	5.24	5.39	5.54	6.09
Kowloon Arr.	9.10	10.45	11.10	11.48	11.55	12.40	12.50	12.55	13.15	13.25	13.55	14.15	3.30	3.45	4.05	4.15	4.35	4.50	5.05	5.15	5.35	5.50	6.05	6.20

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3.—Fan Ku Kai Fen

4.—Sauté Lamb and Green Peas.

5.—Roast Pheasant, Bread Sauce

6.—Cold Corned Ox-tongue, Potato Salad

7.—Roast Potatoes 8.—Boiled Potatoes

9.—Spinach

10.—Suet Pudding and Golden Syrup

11.—Fruit 12.—Tea 13.—Coffee

SOVIET WAR ON THE "KULAKS."

MOBILIZATION OF AGRICULTURAL ACTIVITY.

RUSSIA'S TREMENDOUS EFFORT TO SOLVE FOOD PROBLEM.

(United Press.)

Moscow.—"The spring campaign on the agricultural front. Mobilization of farm machinery. A pitiless drive against the kulaks."

In military phrases such as these the Soviet leaders and the Press are preparing the public for what elsewhere is a simple seasonal business—the sowing of spring seeds. The Soviet Government and all its supporting bodies, the Communist Party, the Communist Youth, the "shock troops" of active workers and peasants, are gathering their full strength for a united effort in true military fashion.

Wider Cultivation and Larger Crops.

The immediate objectives of the campaign are as follows:—
1. The total area under spring plantings for the entire Soviet Union must be increased 11 per cent. over the 1929 area.
2. The per-acre productivity of the sowings must be raised by 8 per cent.

To achieve these increases—in other words, to obtain an ample food supply for the country in a period of strained reconstruction—the Central Government has appropriated 814 million roubles, and another 140 millions must be raised from local resources. This money will reach the farmers throughout this broad land in the form of 25,000 new tractors, 200 million roubles' worth of various machines needed in the sowing process, and 21 million roubles' worth of fertilizers.

The mere enlargement of the food supply, however, is an immediate aim closely bound up with more fundamental Soviet purposes. The huge resources in cash, tractors, fertilizers, selected seeds, etc. will be used to fortify the so-called socialized sector of agriculture. They will be thrown into the balance, on the side of the co-operative farms and the Government-owned, industrialized farms, as against the individual peasant, especially the richer layers of individual peasants.

A Tremendous Weapon.

It is on the socialized sector that the Kremlin leans most heavily in its plans for 11 per cent. growth in acreage and 8 per cent. growth in productivity. The State farms must plant no less than 3,000,000 hectares (7,500,000 acres). The co-operative communes which in the spring of 1929 covered 4,300,000 hectares (10,750,000 acres) must take in 30,000,000 hectares (75,000,000 acres) this spring. At the same time high goals have been established for raising the number of work animals, cattle, pigs and other live stock.

If the collectivization part of the campaign is carried out in full—and recent successes along this line make it almost certain—the Soviet regime will possess the most powerful weapon for leading the country to socialism. It will mean that one-third of the entire planted acreage will be socialized and in the virtual control of the Government. For the first time since the Communists took power twelve years ago they will control enough farm produce to assure their urban centres of a minimal food supply. Only a catastrophic crop failure or a war could wrest this weapon from their hands.

Doom of the "Kulaks."

The Kremlin has good reason therefore for concentrating all its forces on the accomplishment of the spring sowing objectives. It may be safely prophesied that it will brook no opposition from kulaks (richer peasants) whose interests are hurt by the campaign or from any other elements which might interfere with the sowing programme. The strongest official measures, including executions where deemed necessary, will be applied to overcome resistance.

The policy towards the richer peasants has recently been stated with brutal candor by Joseph Stalin himself. He said that the Government now intends to "liquidate the kulaks as a class"—in other words, to wipe them out entirely. Some of them may survive as poor private farmers; eventually, it must be supposed, they will be admitted into communes.

For the present the communes are closed to them, and the few who have managed to find a way in will be quickly expelled. Neither permitted to work their land privately by methods to which they have been accustomed, nor to join the collectives, the lot of the richer classes—estimated at 5,000,000 persons—is not enviable. But the Bolsheviks, engaged in what they consider an epochal drive for socialism, do not stop to sympathize with these "class enemies."

Lack of Machinery.

Another serious obstacle to the programme, and one which cannot be overcome by means of suppressions and executions, is the lack of tractors and other machines. The collectivization movement developed much faster than was foreseen, creating a sharper demand for machines than the Government can satisfy at the moment.

By denying its population even more than heretofore, and by exporting everything that the world will buy, thousands of tractors are being brought in which did not figure in the year's import plans. At the same time strenuous efforts are being made to repair and put back to work machines which have broken down under the strain of the last year. Moreover, tractors will be used in three shifts, 24 hours a day, so as to wring every ounce of usefulness from them.

Until the spring seeds are under ground, the sowing campaign will monopolize the attentions of the Soviet Government. Everything else, even major questions of foreign policy, will be secondary matters, negligible by comparison.

A message from Townsville, Queensland, states that a police launch has returned from Palm Island Native Settlement with Dr. and Mrs. Patterson, both of whom are in a serious condition. The launch also brought back the body of Superintendent R. M. Curry. It is alleged that Supt. Curry ran amok and, after shooting several comrades and setting fire to buildings, left for a neighbouring island. When he returned the next day an aboriginal shot him dead.

Diary of Coming Events.

To-day.

(February 12.)

Lai Wah Co., Ltd., Extraordinary General Meeting, 145, Des Voeux Road Central, 2 p.m.

Lammert's Auction: Household Furniture, 13, Broadwood Road, 2.30 p.m.

Lecture by Father Kennedy, S.J., "Sidelights on the Workings of the Mind," St. Patrick's Hall, 5.30 p.m.

Fanning Hunt and Race Club: Hounds Meet at Kennels, 3.45 p.m.

Hockey: Sim Shield, Club v. Army, U.S.R.C. ground, 4.30 p.m.

H.K.C.C. Tennis Tournament, 4.30 p.m.

Queen's Theatre: "Hollywood Revue."

World Theatre: "Sailor Made Man" and "Black Jack."

Star Theatre: "Beau Broadway."

Tea Dances: H.K. Hotel, Peninsula Hotel, 8 p.m.

Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.

European Mails:—Outward: Europe via Vancouver, B.C., and via Siberia (Emp. of Russia), 10 a.m.; Europe via Siberia (Portugal), 2.30 p.m.

H.K.C.C. Tennis Tournament,

4.30 p.m.

Queen's Theatre: "The Valiant."

World Theatre: "Desert Nights" and "The Romantic Lady" (Chinese Film).

Star Theatre: "Four Sons."

Tea Dances: Hong Kong and Peninsula Hotels, 8 p.m.

Dinner Dances: Hong Kong, Peninsula and Repulse Bay Hotels, 8.30 p.m.

Friday.
(February 14.)

Christian Fellowship Meeting, Helens May Institute, 10.30 a.m.

Lammert's Auction: Household Furniture, 400, The Peak Barker Road, 10.30 a.m.

Star Ferry Co., Ltd. 32nd Ordinary Yearly Meeting, Messrs. Jardine Matheson's Board Room, 11 a.m.

H.K.C.C. Tennis Tournament, 4.30 p.m.

Lecture "Ships" Mr. Cook, H.K. University, 8.30 p.m.

The English Singers, Theatre Royal, 9.15 p.m.

Dinner Dances: Hong Kong and Peninsula Hotels, 8.30 p.m.

European Mails:—Inward: Europe via Suez (Kalyan); Europe via Siberia (Karmala).

Saturday.
(February 15.)

Hockey: Kowloon Ladies v. Recreation.

Central British School, Annual Sports, 2 p.m.

3rd H.K. Annual Marathon, 3 p.m.

H.K.C.C. Tennis Tournament, 4.30 p.m.

League Cricket:—Division I: C.S.C.C. v. Royal Navy, Kowloon C.C. v. H.K.C.C., University v. Army. Division II: R.E. & S. v. R.A.O.C., H.K.C.C. v. Craig-gower, Recreation v. University.

Friendly:—Division II: C.S.C.C. v. R.A.S.C.

The English Singers, Theatre Royal, 9.15 p.m.

Queen's Theatre: "The Valiant."

World Theatre: "Desert Nights" and "The Romantic Lady" (Chinese Film).

Star Theatre: "Four Sons."

Tea Dances: Hong Kong and Peninsula Hotels, 8 p.m.

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MOTOR NOTES.

New Use for Old Austin "20."

There are some places in dear old England which are in much the same condition to-day as a hundred years ago. Some modern conveniences, however, recommend themselves even to the most rural communities. A modern fire engine for example is quite desirable; and the Fathers of Hampton village in Oxfordshire recently scrapped their old manual in favour of motor equipment. The manual had done service since 1855. Hampton in thus getting up to date did not waste any money, but purchased an eight year old 23 H.P. Austin chassis and had it converted by a local garage. The fire engine is now and is coupled up to a Shand Mason pump, and the capacity is 350 gallons per minute on three branches of hose.

Electric Starting for Outboards.

Perhaps the greatest development in outboard motor-boats ever recorded is the announcement by the new Johnson Sea Horse manufacturers of an electric starter. In spite of the wide advertisement of outboard engines as being instantaneous starters, the public have fought shy of this sport because of the difficulty in getting the motor to fire. However, with the inclusion of an electric starter, outboard engines will now attain more popularity.

In developing electric starting for the new Johnson outboard engines, the engineers have departed radically from traditional design. The starting mechanism in the Sea Horse motors is different in appearance, principle, and operation from the familiar starter of your automobile.

Messrs. Alex Ross are local distributors for the Johnson outboard motor boats and engines, and with the coming summer season, an outboard motor-boat should prove ideal for picnics to the many bays around the Island.

Versatility of the Motor Truck.

More and more is the all-around utility of the motor truck recognized. Not only does it occupy a well-defined position of its own in the field of commercial transportation, but is invaluable in supplementing other forms.

With open arms, the railroads have accepted the motor truck. It has proved the logical solution to their short-haul problem, enabling them to earn a net profit on a phase of service which had heretofore registered a heavy loss.

Steamship lines use the motor truck extensively. For instance, the Goodrich Steamship Company operates a fleet of Federal, moving freight from inland points to their vessels. This is an important branch of service and one for which the motor truck is particularly adapted.

Even the latest form of transportation, the aeroplane, finds use for the truck. The Curtiss Aeroplane and Motor Company, Buffalo, N.Y., has a two-ton truck with special drop frame semi-trailer for transporting finished planes from plant to airport.

This recognition by other forms of transportation shows how firmly the motor truck has entrenched itself as a public necessity—how indispensable it is to modern civilization.

Driving After Dark.

Now that after-dark driving is in vogue, the man (or woman) at the wheel is bound to take an interest once again in the vexed (and vexing) question of headlights—whether they should be dimmed on approaching another car, and whether they should be used at all in town. There is no experience more nerve-racking than that of driving through the outskirts of town after dark on a wet night—the wind-screen covered with myriads of drops of rain each glowing like a diamond, on either side the senseless glitter of street-lamps (which should properly be screened from the eye, and shine downwards only), and every moment the blinding glare of headlights from an approaching car, intensified by the enormous reflecting power of a wet road. If the car approaching snaps its lights on and off, as so many do, the confusion to the eye and brain is increased a hundredfold, and most motorists pine for the day (or night) when there shall be an authoritative and all-reaching pronouncement on this question of "dimming" lights. Many an accident is caused by the temporary blindness of the car-driver, with the fortuitous circumstance of a pedestrian or cyclist being on the road at the precise moment. In any case, most of us would agree to prohibit headlights within the area of public street lighting.

A Serious Complaint.

Messrs. Overland Sydney, Ltd., distributors in Sydney, N.S.W., recently received the following serious complaint from one of their dealers:

"Dear Sir,—On the 31st of August I delivered to Ford & Blackwell Motor Bus Propriety, Ltd., one of the new Whippet Six Trucks. After going into this matter, I find I am going to be a big loser in this transaction and really within the course of two years will have made a present of the truck to this firm, providing of course it

stands up to its work (at present it is everything that could be desired). They have been running a 30 cft. truck, and they find the Whippet pulls better, rides better, and is much easier to drive. But my most serious complaint is that, while I have sold this company every day for about eight years ten or more gallons of petrol a day, my trade has fallen to about 5 gallons, and under this condition in about two years they will get the truck for nothing, and I am that much the loser in trade. Surely I deserve your sympathy at least. (What are you going to do about it?)"

Professor Low on Headlamps.

"It surprises and rather shocks me," writes Professor A. M. Low in *The Motor*, "to see what variation occurs in headlamp conditions. Most of us know the driver who loves to illuminate the thatched roofs of cottages and the top of telegraph poles."

"Then there is the 'strange individual who sets his headlamps with an outward cast, but the commonest of all is the driver who sits behind a gentle glow."

"A lighting system is a very important feature of a car, as you may discover if the lights suddenly fail when rounding a dark bend at a speed which we hope will soon be approved by the Ministry of Transport."

Wires offer resistance to electricity and are far too often skimped, so that the 12 volts offered by the accumulator is eventually 10 volts at the bulb. A few dozen 'startings' on a cold night with petrol turned off will rapidly break down the useful pressure of electricity until the merest glow results.

"A badly adjusted cut-out, the purpose of which is to prevent the accumulators discharging when the engine is switched off, gives you the extraordinary type of headlamp which seems sympathetically to brighten up as speed increases and the voltage from the dynamo consequently rises."

Manxland Up In Arms!

Commenting upon the fact that negotiations are in progress to have the date of the 1930 T.T. week altered from Whitsuntide to some more suitable time, a writer in the current issue of *Motor Cycling* says:—"People in the Isle of Man are very disturbed because the Auto-Cycle Union has provisionally fixed next year's Tourist Trophy races for Whit-week."

"Practically speaking, it may be said that the Manx visiting season commences with the Whitsuntide rush, and it would be a serious inconvenience to close the main roads for the races on three days of Whit-week, including Whit-Monday."

"It is well-known that Manx people look to the T.T. Races as a provide a considerable portion of their revenue, and they argue that they will lose financially by reason of the provisional date of T.T. week coinciding with Whit-week."

"As Manxland has spent a great deal of money on the T.T. course and grand-stand, and having voted, only a month or two ago, a large sum of money to the A.C.U. towards the cost of the races, it is not unreasonable that the Manx viewpoint as to the date of the T.T. Races should receive some consideration."

Return of the Cycle-car.

"This year's Motor Cycle Show at Olympia may go down in history as marking the commencement of the second wave of popularity of the cycle-car."

"In its early days," says *The Light Car and Cycle-car*, "it was largely the plaything of amateur constructors and motoring enthusiasts; later it became neither motor-cycle nor car, yet was open to being accused of possessing the drawbacks of both. Of recent years it has been the virtual monopoly of one or two manufacturers, and now it seems to have been dragged from relative obscurity and thrown into the full glare of the limelight."

Dirt Track Racing.

Those who saw the dirt-track race at Crystal Palace, London, as shown by the Fox "Movietone News" at the Queen's Theatre sometime back were no doubt thrilled to see and hear the riders skidded round the track. The riders at the time must have been travelling at about 45 m.p.h., with their low-geared engines screaming at full bore and doing as much as 5,000 r.p.m.—No wonder the bark!

Dirt-track racing was first originated by American riders, who took the game to Australia and Europe, where it has developed into the popular sport it is to-day. Here is an account by Eric Spencer, a Douglas dirt-track rider, who tells how it is done.

The Art of Cornering.

"You come down the straight as fast as the motor will let you. About twenty feet from the corner, you shut off and wrench the front wheel over to the left. The whole machine then slides bodily into the corner with the engine shut off. This part of the procedure requires great strength of wrist and fore arm to hold the machine from sliding completely down. When you have arrived in the corner you turn on the gas (full). The power of the engine then causes the back wheel to skid outwards. You turn the front wheel into the skid. You are then in what is called a Traction, which means that the rear wheel is tractioning the machine round the corner while you are steering and riding on your front wheel. The front wheel in this case is not sliding, only the back."

How to Fall Off!

"Now comes the part where most of us are beat—the real slide with both wheels. When you have reached a point say three parts of the way round the corner you will have attained so much speed that you will have to lay the machine nearly over on its left side to keep it away from the fence. As your speed increases and the angle of the machine proportionally increases you will find the front wheel sliding as well as the back. The great thing at this stage is to keep the throttle full open and turn the front wheel almost straight again. It is fatal to shut off and this is where most of us make the mistake when beginning. We get into a traction

and then when the increased speed puts us into a real slide we get nervous and shut off. This brings the machine upright and throws us off on the right side, which very often results in a nasty fall. The proper way to fall, if fall you must, is to keep the gas full on, when the machine will then slide itself right round to the left and almost come to a standstill. You can then step off the machine gently, pick it up, and start off once more."

Reliability Trials Threatened.
A clause in the Road Traffic Bill, at present before Parliament seeks to prohibit "trials of speed" between motor-cycles.

"It would seem that this term is sufficiently flexible to forbid trials organizers having timed sections of stopping and restarting tests on hills," says *Motor Cycling*. "It would be difficult to argue that such tests are not a 'trial of speed' between motor vehicles, and it is most sincerely to be hoped that the clause will be the subject of amendment before the Bill is passed."

"We cannot call to mind a single occasion when an acceleration test or a timed section on a hill in a reliability trial has in the slightest degree endangered either a competitor or a spectator, and it seems most improbable that those who drafted the Bill intended that this clause should interfere with harmless sport of this kind. It is to be hoped that our organized spokesmen are bearing this matter in mind."

Motor-cycling in 1930.

Motor Cycling believes that 1930 will be an historic year in the motor-cycling world. In a leading article in a recent issue it is pointed out that: "For the first time the T.T. races will be run as a subsidized spectacle; a new hand will be guiding the destinies of Brooklands track; the 'classic' reliability trials will receive only that support from the trade which their apparent merits seem to deserve; dirt-track racing will no longer be able to cover its deficiencies by the plea that it is still in its infancy; and sand and path racing will have to exist without trade backing."

Motoring to Cost Less?

"The question uppermost in the minds of most of us," says *The Light Car and Cycle-car*, "is whether motoring is going to cost more or less in 1930. The present indications are that there will be little change, although a slight decrease in the price of petrol during the first three months of the year can fairly safely be prophesied."

"Other commodities, such as oil, tyres and accessories will, it is anticipated, show practically no change, but insurance premiums are in the melting pot, for, following the adoption of compulsory insurance in the almost certain event of the Road Traffic Bill becoming law, almost anything may happen."

"The outlook so far as light cars are concerned is promising. Within the past few weeks two new makes of small car have been introduced, and there are at present well-substantiated rumours of further newcomers, and the light car movement shows no signs of waning in popularity."

The Radiator of the Future.

Much attention is being directed at the present time to the use of chemical solutions as a cooling medium for cars, instead of water. Discussing this question in *The Light Car and Cycle-car*, "Focus" writes:—"In the event of aero engineers finding such solutions which permit smaller radiators and of much improved thermal efficiency with proportionately reduced fuel consumption will dawn, while radiators may be banished to a less conspicuous and vulnerable position."

"As I have often remarked before, a radiator is anything but a thing of beauty. It is easily damaged in a minor collision, and fundamentally, I suppose, it is only sheer necessity which gives it its commanding position at the extreme front of a car."

"Perhaps if high-temperature cooling solutions came into use, cars could be reversed, the engine being at the extreme rear and the driver's seat being over the front axle. We should then have quieter cars which were much more pleasant to ride in, whilst in traffic, in fog and in heavy rain they would be a great deal easier to drive than they are at present."

PUBLIC VEHICLE SPEEDS.

DANGER OF 30 M.P.H.

All branches of the passenger road-transport industry are giving strong support to the contention that the limitation to 30 m.p.h. of the speed of heavy pneumatic-tired passenger vehicles, under the terms of the Road Traffic Bill, is unnecessary and unwise. In the main, the arguments which have been advanced have been based on a comparison between the relative safety, from a mechanical point of view, of private cars and motor coaches and buses, supported by the plea that to limit the speed of a popular type of vehicle will merely tend to slow the normal traffic stream and result in considerable overtaking with its consequent dangers to all road users.

"There is, however, one other aspect to which it is as well to direct attention," states *The Commercial Motor*. "In these days of cheap motor-cars and motor-cycles, coupled with easy hire-purchase arrangements, many drivers, particularly those engaged on coaching tours, whose wages are augmented by not inconsiderable gratuities, run their own machines of these types. There is, admittedly, a great difference between driving for a livelihood and for pleasure, but the psychological approach to each class of work may well be the same, whilst it must not be forgotten that, in some cases, drivers actually use motor-cycles for journeying between their homes and their work. To ask these men to adapt themselves to different sets of circumstances in the space of a few hours is to increase their responsibility and, with traffic conditions in their present complex state, this is certainly not a desirable thing to do."

"The primary task of the driver of a public-service vehicle should be to control his vehicle, and any factor which tends to distract him from this important work reduces his alertness of mind. An insistence upon safe driving is imperative, but safe driving and speed limitations are not necessarily correlated, as experience is showing daily."

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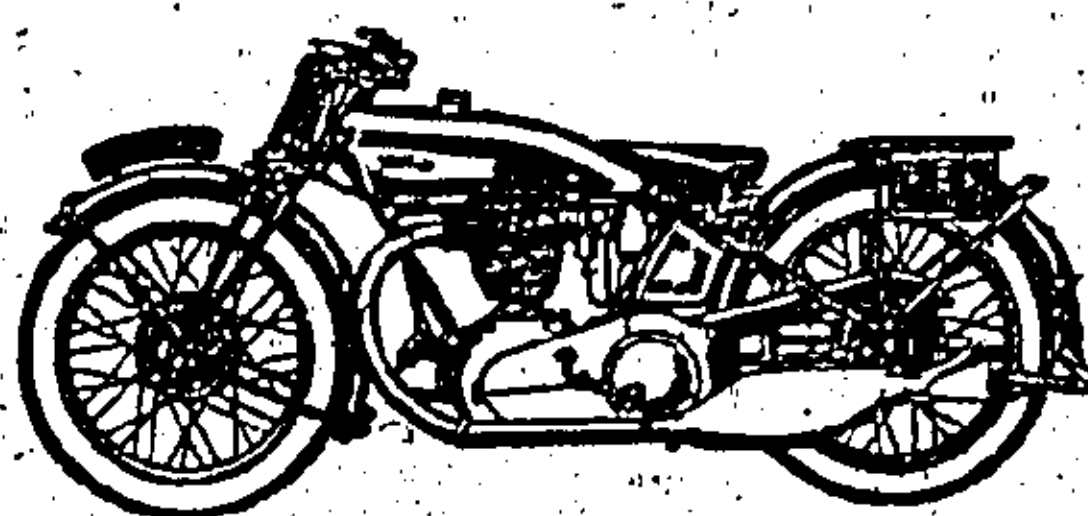
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MOTOR NOTES

MOTOR NOTES FROM GREAT BRITAIN.

[By A LONDON CORRESPONDENT.]

British Car Traffic.

The Automobile Association has published details of the British traffic census recently carried out by it. This does not include street traffic in London or the great cities, but the information is none the less useful.

The figures show that the average flow of car traffic has grown more than five-fold in six years and has increased by over 12 per cent. since last year. Of even greater importance is the fact that while car traffic has increased by this amount, the actual number of cars has not yet increased three-fold in the same period, indicating that road usage increases more rapidly than the number of vehicles. This state of affairs strongly emphasises the urgent need for greater road development and immediate legislation.

After the Show.

It is not often that a new production is announced within a few weeks of the closing of the Olympia Show, but such has been the case recently. A. J. Stevens & Co., well known for many years as makers of the very successful A.J.S. motor-cycles and, more recently, of commercial vehicles, are about to market a new light car. This will be of 9 h.p., the 4-cylinder side valve engine being capable of developing 25 to 30 h.p. There will be a normal three-speed gearbox and four wheel brakes and wire wheels are other items in the specification.

The car will be a soundly built vehicle of straightforward design; only one chassis will be built in order to minimise costs, and it is probable that the three alternative types of body will be fabric covered. Regular production is expected about the middle of 1930.

The announcement of the Rolls-Royce 40/50 h.p. Phantom II created such widespread interest that details of the latest 50 h.p. model were somewhat overshadowed. This chassis, although of the 50 h.p. type, is known as the 50/25 h.p. model, as it embodies a larger engine, giving increased power with consequent improved acceleration and hill climbing capabilities.

A great improvement in the new model and in the latest 20 h.p. is the system of centralised chassis lubrication. In this there are no flexible connections or piping; nothing but brass tubing is used and it is secured rigidly to the frame so that it cannot be affected by vibration. Actually there are only three points requiring lubrication attention, and there is no need to emphasise the appeal that this feature makes to the owner driver.

The Export Market.

There is no doubt whatever that what may be termed a massed attack on the Overseas markets is being planned by British manufacturers and individual concerns have been busily occupied in perfecting their arrangements. As a

result of a world survey, for instance, Armstrong Siddeley now have service stations operating in Australia and South Africa and further developments are in hand. These stations carry full supplies of spare parts.

Incidentally, the Armstrong Siddeley Co. are shipping considerable numbers of their self-changing gear models to Australia, and other parts of the Empire.

As the largest exporters of motor cars in Britain, Rootes, Ltd. met a large number of Overseas visitors to the recent Show. One even hailed from Manchuria where roads are non-existent. In fact, for anything but the shortest journey cars can only be used when the roads are covered with snow. Another visitor from Tunis and in this instance orders were placed for Hummer and Hillman cars for service there.

Mrs. Bruce is likely to meet with Arctic conditions over the early part of the route she has chosen for the next Monte Carlo Rally, for she proposes to start from Lapland. Her car on this occasion will be the Hillman Straight Eight which she recently obtained from Rootes. It is a Segrave model with cream body, violet mouldings and chromium plated wheels.

Doing Overseas.

A most practical way of showing their appreciation of the Lord Mayor of Perth's "25 years of gratuitous and honourable civic service" has been adopted by the citizens of the capital of West Australia. A gift in the form of a Wolseley 6-cylinder saloon was presented at an immense birthday gathering and Sir William Campion, the Governor, expressed his pleasure that the car selected by the committee was a Wolseley "Messenger," a typical British product.

It is interesting to learn from Calcutta that a number of business houses there, which have until lately been most conservative in retaining their office "Gharries," are now changing over to motor cars. A well known Olive Street firm, for instance, recently took delivery of four Standard cars for this purpose and it is a practice that will certainly spread rapidly now that a "break with the past" has been made.

The Absorbing Subject of Records.

The new Sunbeam which is being built for Kaye Don's attempt on the world's speed record is now nearing completion and details of its principal features are available. It has two 12-cylinder engines, the drive being conveyed to the rear axle by two propeller shafts between which the driver sits. This arrangement reduces head resistance.

Wind resistance is of paramount importance at the speed this car is expected to attain; in fact, Mr. Costalen, the designer, estimates that fully 95 per cent. of the power developed will be absorbed in overcoming it. Much, too, depends on

the tyres. Dunlops will be used, the fabric being of silk with a very thin coating of rubber.

A record of another sort entirely has been the subject of recent letters in the technical press: "What is the greatest distance a car can go without the cylinders being decarbonised?" A car which ran for 25,000 miles was then quoted, but Mr. Filson Young, the well-known author, makes even more striking claims for his 5-year-old 6-cylinder A.C. The engine was first decarbonised at 25,000 miles, then again at 60,000 and again at 70,000 miles. Its total is now about 73,000 miles.

Maintenance Made Simpler.

There are certain features about the upkeep and maintenance of a car which in many cases, in view of the tremendous strides made in the past few years, appear to be positive anachronisms. The average arrangements for emptying oil from the crankcase are a glaring example. Undoubtedly, the result is that owners shirk the filthy task of changing the oil in the sump and postpone it long after its proper time, with detrimental effect to the engine.

In the 14/45 h.p. Talbot, however, there is no need to attack a plug situated right under the crankcase, a process impossible to carry out and also remain clean. All that is required is to lift the bonnet and push a knob placed in a convenient position; the oil then drains from the crankcase.

Marine Engines for Overseas.

South American markets have loomed very large in the public eye recently; partly no doubt as a result of the British Trade Commission headed by Lord D'Abernon. There is a tremendous field for British engineering products and the large contracts received for railway materials, etc. indicate that foreign competition, however keen, can be defeated.

An important contract has just been placed with the Allan Craig Motor Co. for 10 sets of marine motor engines, each of 40/60 h.p. for service in the Customs launches of one of the South American States. These are 4-cylinder units of enclosed and waterproof design.

The Overseas trade of Thornycrofts is well reflected in the large number of export orders now in hand at the Hampton Works. These include two of the company's coastal motor boats for the Greek Government, two armed patrol launches for the Turkish Customs, a 50-ft. Royal Barge for King Fuad of Egypt, ships' lifeboats for the Holland-America Co. and various small craft destined for service in Brazil, Sweden and Denmark.

The C.M.B.'s have 12-cylinder engines of 375 h.p. installed in pairs giving them a speed of 37 knots.

London's Buses.

According to *Motor Transport*, on one Saturday at the end of last September the London General Omnibus Company's buses carried 6,300,000 passengers, the highest number ever recorded on any one day. About 4,200 buses were working.

During 1930 the L.G.O.C. "K" buses will be replaced by the smoother running, more silent A.E.C. 95 h.p. 6-cylinder "Regent" double-deckers. These are a new type running, of course, on pneumatics; there is ample head room both on the upper and lower decks and yet the overall height is no more than 12 ft. 10 in.—almost a foot lower, in fact, than on the "K" type.

RESCUE BY P. & O. SHIP.

PRESENTATION BY GERMAN GOVERNMENT.

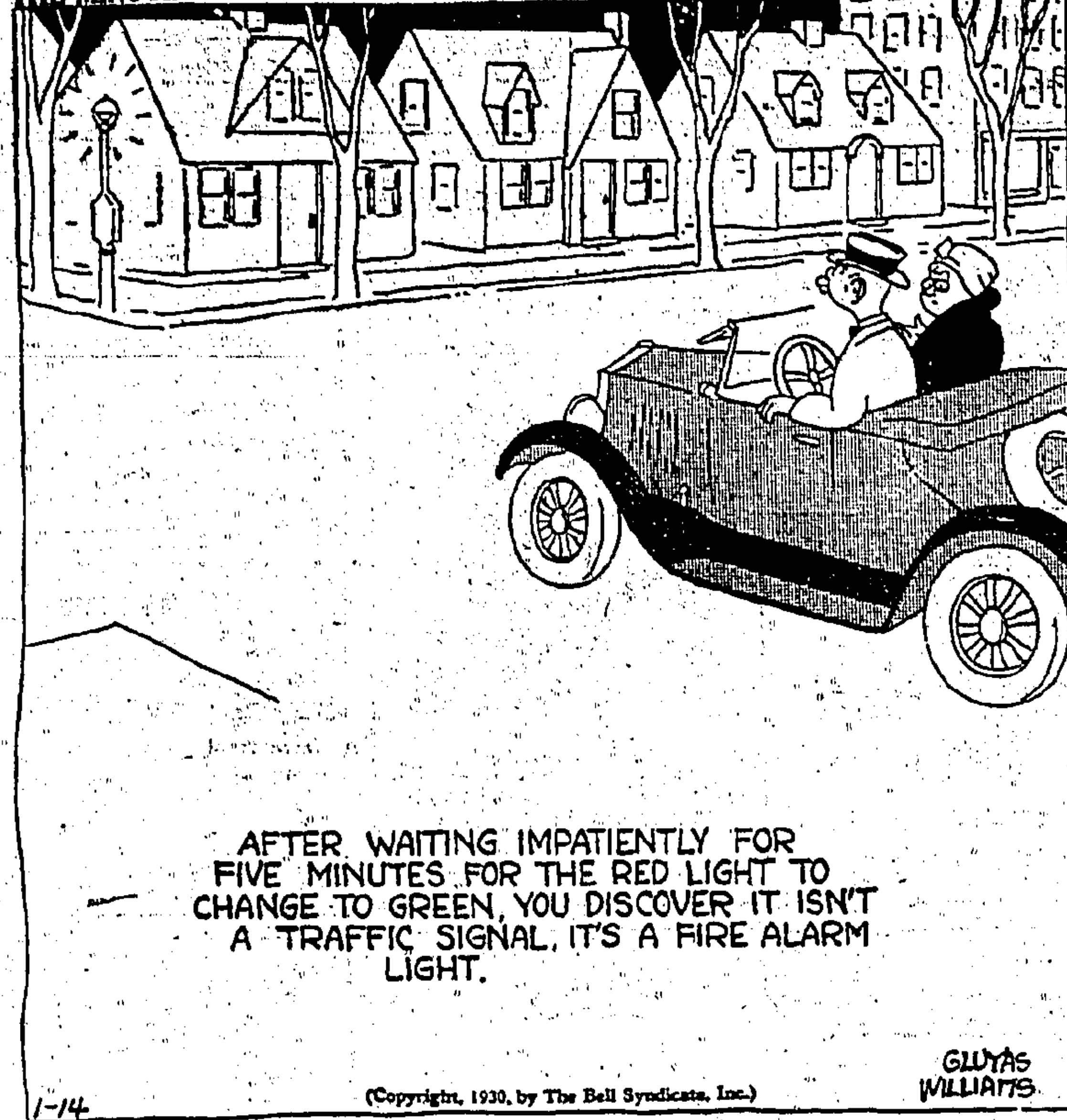
The Board of Trade have received through the Foreign Office a bronze plaque and diploma for Captain P. O. Britten, master, a binocular glass for Mr. W. E. Tanton, first mate; and £2 each for C. J. Adams, J. Cook, G. W. Ellis, B. G. Hewitt, W. Johnson, and T. P. Quinn, quartermasters, of the P. & O. steamship Khiva, of Liverpool. These awards have been made by the German Government in recognition of the assistance rendered by the Khiva to the German steamer Giessen, which was in distress in the channel between the Button Rocks and Bonham Pass, about 110 miles from Shanghai, on March 13, 1929.

The Khiva was on a voyage from Shanghai to Hong Kong when shortly after midnight on March 12 distress signals were observed from the Giessen. The Khiva approached to within half a mile of the wreck and took on board two passengers and five members of the crew of the Giessen from one of the latter ship's boats. This boat then returned to the wreck and shortly afterwards a lifeboat was sent from the Khiva, but upon reaching the wreck it was found that the remaining members of the crew had meanwhile been transferred to the light-house on Button Rock.

The Khiva wireless for a salvage tug and continued to stand by the wreck until the afternoon of March 13, when a salvage tug arrived from Shanghai. She then proceeded to Hong Kong, where the survivors on board were landed.

THE MINUTE THAT SEEMS A YEAR

By GLUYAS WILLIAMS



AFTER WAITING IMPATIENTLY FOR FIVE MINUTES FOR THE RED LIGHT TO CHANGE TO GREEN, YOU DISCOVER IT ISN'T A TRAFFIC SIGNAL, IT'S A FIRE ALARM LIGHT.

(Copyright, 1930, by The Bell Syndicate, Inc.)

HUMOUR: ANCIENT AND MODERN.

"He's a half-wit."
"You over-estimate his intelligence."

"Where shall we dine?"
"Oh—take me to some place you can't afford."

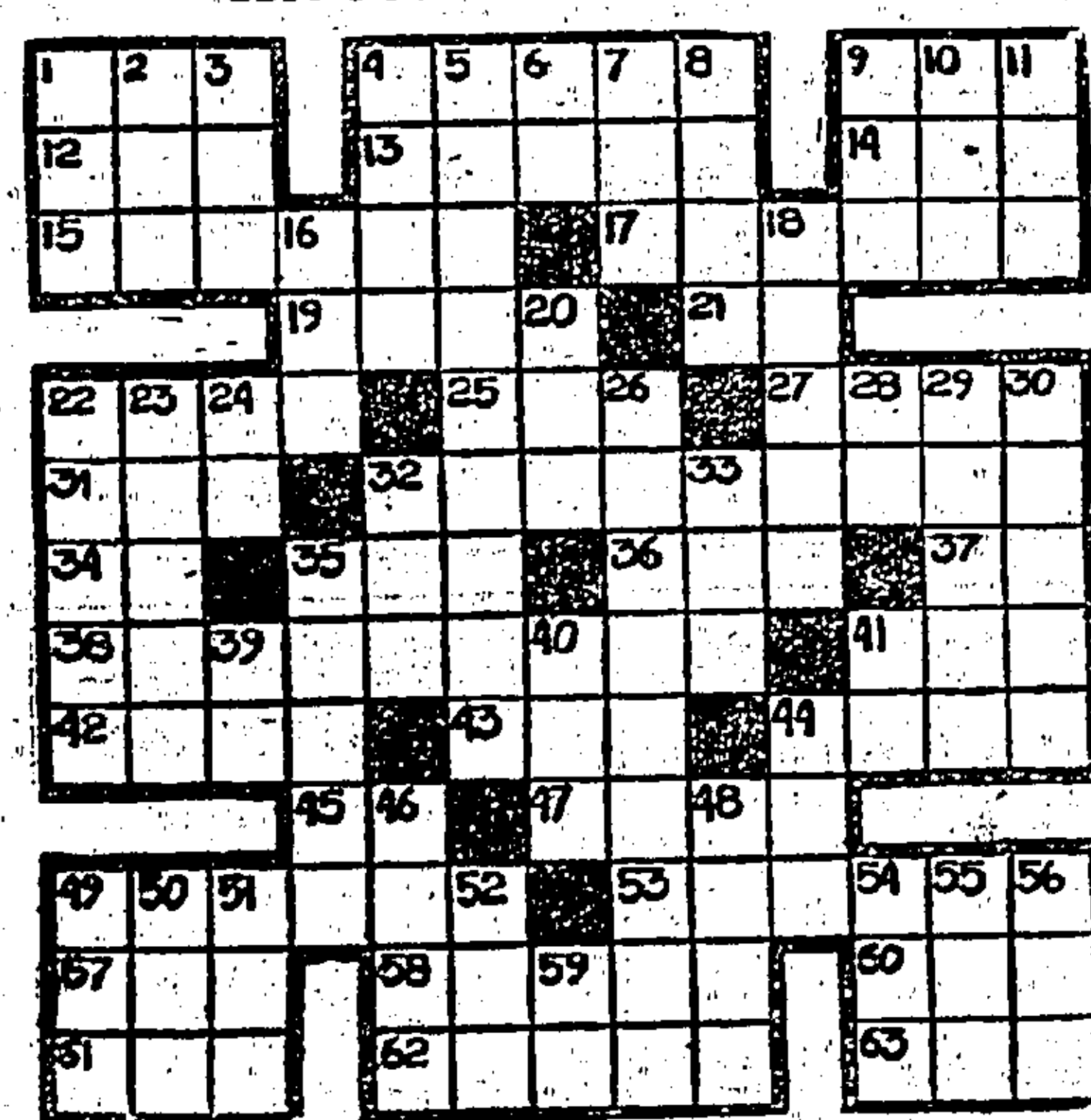
"The maid said you'd be glad to see me."
"She's an optimistic young woman."

"The more prudish we are, the more we rejoice in other people's vices."

"Your wife loses quite a lot of money at bridge, doesn't she?"
"Yes, I do."

She (tennis enthusiast, about to smash): "Duck!"
He (a rank sentimentalist): "Yes, darling!"

CROSSWORD PUZZLE.



Horizontal.

- Sorrowful.
- Fossilized resin.
- Toward the stern.
- Metalliferous rock.
- Willingly.
- Gaming cube.
- Most recent.
- Repeated performance.
- To agitate.
- Symbol for oleum.
- Merriment.
- Small boat.
- Man's name.
- Decay.
- To act toward, condescend.
- Brown.
- Priests' garments.
- Concludes.
- To tear.
- High card.
- Not many.
- Age.
- To employ.
- Meadow.
- To place.
- Article.

- Before.
- To make metallic noise.
- Landed.
- In mathematics, a curve.
- River in France.
- Latin for and.
- Large northern island.
- 501.
- Blue.
- Cay.
- Pastry.
- Antique.
- To flout.
- Conjunction.
- To plunge.
- Comparative ending.
- Brown.
- Priests' garments.
- Concludes.
- To tear.
- High card.
- Not many.
- Age.
- To employ.
- Meadow.
- To place.
- Article.

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EVAN THE BORE
TENORE STRAYS
EYE ROS
CRESTS PAIZES
LORE FAN LEAP
NON MIDAS DUE
AT BANTLED LE
VENIOZ RAILED
EDITED STRADES

- Offspring.
- Part of to be.
- Moisture.
- Too.
- Assuages.
- Part of to be.
- Girl's name.
- City in Nevada.
- Fuss.
- A tree.
- Small mound.

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SHANGHAI BROKERS IN COURT.

SCANDALOUS ALLEGATIONS

"GAMBLING" IN EWOS.

Three actions growing out of share transactions on the Shanghai Stock Exchange were brought before His Honour Judge G. W. King, O.B.E., in H.M. Supreme Court, Shanghai, last week.

The largest was that brought by Mr. Victor Gensburger, against Mr. Meyer Shibeth which involved Tls. 71,333.62. Mr. M. Reader Harris appeared for plaintiff, says the *N.C. Daily News*, and Mr. Ronald C. McDonald for the defence.

After hearing brief argument on the part of counsel, Judge King ordered pleadings. The suit is the result of alleged share transactions in 1929 and counsel for plaintiff said that two promissory notes were held by his client in the amount named. The defendant's affidavit pleaded Statute of Limitations.

Pleadings were also ordered in the action of Shahmoon, Reynell & Co., members of the Shanghai Stock Exchange, against Mr. G. H. Charleston. Mr. Tycho Wing appeared for plaintiff and Mr. M. Reader Harris for defendant. Mr. Wing said that the action had to do with an improperly endorsed cheque.

Scandalous Matter Alleged.

Judgment for Tls. 23,237.48 was given plaintiff in the action of Mr. J. Rosenfeld, a member of the Shanghai Stock Exchange, against Mr. M. E. Solomon, in respect of certain share transactions in 1929 which defendant, who appeared on his own behalf, went on at some length to explain to His Honour. Mr. M. Reader Harris appeared for plaintiff.

At the opening of the case counsel for plaintiff asked the case to be adjourned one week as he did not wish certain clauses in the affidavit to be read aloud because they were scandalous and irrelevant. Judge King could not see why the case should be adjourned on this account and said that he could hear the case without reading the affidavit aloud, which was done.

"Pestered" for Business.

Defendant addressed the Court said that he had sold Ewos short and had lost a lot of money. At the time he was an employee in a commercial house and the brokers "pestered me to get the business." Defendant said that he did not know at the time that the whole series of dealings on the Stock Exchange were "a big gamble, and I knew the price of Ewos was not justified by the earnings, so I sold them and I ask that the judgment be set aside as the whole affair was a gamble and I was innocent."

Judge King: Ah, I see. I note here that you made a deal in Shanghai. Cottons which netted you a profit.

Defendant: Yes. I made Tls. 18,000 on Cottons, but I never got it. It was all a big gamble and I am innocent. I lost the Tls. 18,000 in other deals.

Whole Thing a Gamble.

Defendant said further that as the whole thing was a gamble, and "influential" brokers ran it, I would never get any profit if I made one, to which Judge King took vigorous exception, as did counsel for plaintiff.

Defendant: It is well known that there was wild gaming, and many innocent people were hurt. I don't see why I should be punished because I was gambling. Anyway, I never made out with a profit.

Mr. Harris said that in view of the statement made by the defendant, he felt it wise, in the interest of his client, to produce as evidence the contracts and counter-contracts of Mr. Rosenfeld, which would show that in not one transaction had Mr. Rosenfeld acted as principal. In each case he was merely a broker and acted as such. His only return from the dealings of defendant was in the regular way of commissions.

Judge King said that the contracts would not have to be produced, as there was nothing in the affidavit which could prove that plaintiff was anything but a broker and conducted this business in a most honourable way.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 11 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

HULUTAO HARBOUR PROJECT.

FURTHER DETAILS.

THE FINANCIAL ARRANGEMENTS.

The Ministry of Railways in Nanking has officially announced that a contract was signed on January 24, 1930, at Tientsin between the Pei-Ning Railway Administration and the Netherlands Harbour Works Co. of Amsterdam, Holland, providing for the completion of the Hulutao Port project by the latter firm for the sum of Gfls. 400,000. General Kao Chi-yi, Managing Director of the Pei-Ning Railway Administration, acting under the instruction of the Ministry of Railways and the supervision of the North-Eastern Commission of Communications, signed on behalf of the Pei-Ning Railway Administration while the Netherlands Harbour Works Company was represented by Mr. Robert de Vos, their general representative for China.

The works to be done under this contract consist of the construction of a breakwater, quay-wall, construction pier, and retaining dykes; the dredging of a harbour basin and an entrance channel; reclamation of low grounds and a part of the foreshore; and the excavation of Pan Lan Shan and Kao Liang To Tou. According to the terms of the contract, the Netherlands firm promises to carry out the execution of the works immediately and to deliver over the whole of the works to the Pei-Ning Railway Administration before October 15, 1935, or within five and a half years from the date of starting actual work.

Arrangements for Payment.

Upon signing this contract, the railway administration will deposit a sum of \$1,000,000 local currency with a Chinese bank to be mutually agreed upon, to the credit of the Hulutao Harbour Reserve Fund. The contract sum will be paid by the railway to the contractor in monthly instalments of Gfls. 80,000. Within three days of the date of signing this contract, the contractor provides a banker's guarantee to the satisfaction of the railway administration amounting to \$500,000 (silver dollars) as a special guarantee for the fulfilment of this contract.

It is further provided in the contract that the railway administration may within the contract time open the Port of Hulutao and use a completed portion of the works for commercial purposes. The contractor will conform, according to the agreement, with all the laws and regulations of the Chinese Government. If either of the contracting parties or both should fail to fulfil the obligations imposed under the contract the two parties will endeavour to come to an agreement agreeable to both. If any disputes arise between the railway administration and the contractor as to the interpretation of the contract, the question shall be decided by a Commission of Arbitrators. This Commission shall be composed of three members: one of them to be appointed by the railway administration, one by the contractor within two weeks after given written notice, and the third by agreement between the other two.

Damages for Delay.

It is also stated in the contract that the contractor shall pay to the Chinese administration \$1,000 (silver dollars) as liquidated and ascertained damages for every day of delay in the completion and delivery of the works to the Chinese Government, within the time-limit stipulated in the contract.

The Ministry of Railways has approved this contract. Actual engineering work will begin as soon as weather permits.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By
PUBLIC AUCTION.

OR

SATURDAY, FEB. 15,

COMMENCING AT 11 A.M.

At HOLT'S WHARF, KOWLOON,

3,240 POUNDS RAILS

161 BUNDLES FISH PLATES

24 BAGS BOLTS

8 CASES CRAMPS

9 PACKAGES DISMANTLED TRUCKS

4 PACKAGES TURNING TABLES

10 CASES WINDOW GLASS

2 CASES PLATE GLASS

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By
PUBLIC AUCTION

ON

WEDNESDAY, FEB. 12,

COMMENCING AT 2.30 P.M.

At No. 13, BROADWOOD ROAD

"RIDGE HOUSE"

A QUANTITY OF VALU-
ABLE BLACKWOOD AND

HOUSEHOLD FURNITURE.

(Particulars from Catalogues).

On View From TUESDAY, the
11th FEBRUARY, 1930.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By
PUBLIC AUCTION

ON

THURSDAY, FEB. 13,

COMMENCING AT 5.15 P.M.

At THEIR SALES ROOM,

DUNDRELL STREET,

A FINE COLLECTION OF
VALUABLE POSTAGE

STAMPS.

On View Now.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

From K. S. MORRISON, Esq.

To Sell By
PUBLIC AUCTION

ON

FRIDAY, FEBRUARY 14,

COMMENCING AT 10.30 A.M.

With an Interval from 12.30 P.M.
to 2.30 P.M.

At No. 460, THE PEAK,
HARKER ROAD,

A LARGE QUANTITY OF
VALUABLE HOUSEHOLD

PROPERTY

Comprising:—

Teak Bedstead, Chesterfield Couch
and Armchair, Glass Cabinet, Teak
Petticoats, Statues, Card Table,
Brass Ornaments, Pictures, Curtains,
Carpets, Brass Fenders, etc.

Teak Dining Table, Sideboard,
Dinner Wagon, Tables, Desk, Screens,
Community Plate Cutlery, Crockery,
Glass Ware, Ceiling and Table Fans,
Electric Fittings, etc.

Teak Bedstead, Teak Wardrobe
with Glass Doors, Teak Dressing
Table, Teak Chest of Drawers, Sew-
ing Machine, Enamel Bath, Porcelain
Basin, Cooking Stove, Kitchen
Utensils, etc.

Also

One Cabinet Victrola, One White
Frost Refrigerator, One Fairbank
Scale, Aerial Plants in Pots, etc.

and

A QUANTITY OF BLACK-
WOOD FURNITURE.

TERMS:—CASH ON DELIVERY.

On View From WEDNESDAY, the
12th FEBRUARY, 1930, at Noon.

CATALOGUES will be issued.

LAMBERT BROS.,
AUCTIONEERS.



Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande Price & Co., Ltd., Sole Agents for Hong Kong."

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,
St. George's Building, Ice House Street,
Tel. C. 135. HONG KONG.



WATCH YOUR THROAT THIS WINTER!
Don't take risks. The antiseptic vapours liberated by Evans' Pastilles quickly kill the germs that lurk in the obscure byways of the nose, throat and chest, soothing the affected parts. Doctors strongly recommend them.

EVANS' Pastilles
ANTISEPTIC THROAT
Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.

FIRE.

ONE OF
MERRYWEATHER'S
FIRE SUDS
"EXTINGUISHERS"



IN
OFFICE
SHOP
STORE
OR
HOME.

SIMPLICITY
PORTABILITY
APPEARANCE.

MAY SAVE
YOU
LOSS OF
PROPERTY
OR EVEN
LIFE.

CONSTRUCTION
EFFICIENCY.

SOLE AGENTS:

THE JARDINE ENGINEERING CORPORATION, LTD.
PEDDER STREET,
HONG KONG.

HONGKONG SMOKELESS EGGS COAL
FOR
HOUSEHOLD USE.

KEEP THE HOUSE CLEAN AND NEAT!

NOTE CHEAP PRICES:—

In lots of not less than half-ton; delivered to:—

Peak District (above Bowen Road)	Per Ton
Bowen Road and Lower Levels	\$23.00
Pokfulam Road	\$21.00
Kowloon	\$19.00

Orders should be sent in writing, not by Telephone, at least 24 hours before the coal is required, and orders must be accompanied by cash, cheque, or remittance order payable to SZE WAI & CO.

Please apply for prices of other descriptions of coal for bunker, factory, and other purposes.

TELEPHONE No. C. 5008.

SZE WAI & CO.
42, BONHAM STRAND WEST, HONG KONG.

LOCAL & GENERAL.

A marriage will take place in March, at Shanghai, between John Fredrick, second son of the late Erskine Travers Pym, Chinese Imperial Customs, and Mrs. Pym, and Patricia Mary, eldest daughter of Mr. and Mrs. Mair, of 3, Marchwood-crescent, Ealing.

Admiral Alban Giffard Tate, retired, who died on January 4, at Nursling, Hants, at the age of 76, had 45 years' service. Among his early ships was the Modeste, screw corvette, in China. While in her he was promoted to Lieutenant. Later he was in the Vigilant, a paddle-wheel dispatch vessel, in China.

The following announcement appeared in the *London Gazette* Grenadier Guards.—Col. the Viscount Gort, V.C., C.B.E., D.S.O., M.V.O., M.C., from General Staff Officer, 1st Grade, in the 4th Division, to be Officer Commanding the Regiment and Regimental District. Lord Gort was in China with the Shanghai Defence Force.

The Post Office in London has been carrying out wireless telephone tests between English radio stations and the liner Olympic. Last week the managers of the White Star Line, from their Leadenhall Street offices, conversed for 10 minutes with various persons on board the liner 1,500 miles away. The results were perfect. The speakers heard each other very clearly.

Among arrivals in Kobe last week by the express boat Shanghai Maru from Shanghai was Miss C. C. Innie, commercial writer of the New Zealand Press, who returned to Japan after getting a visa for her passport at the Japanese Consulate General at Shanghai for entry to Japan. She came to Japan a week previously from Australia by the N.Y.K. Kaga Maru, but her landing was not allowed due to her passport lacking a visa.

The arrival in Bavaria of the Dutch Royal Family is reported to be connected with the imminent official announcement of the betrothal of Crown-Princess Juliana, who has just finished her studies at Leyden University, and her cousin Prince von Erbach-Schoenfeld who is still pursuing his studies at Hanover. The Press reports that there is considerable opposition to the match, among the families of Bavarian nobility who apparently are of the opinion that the Prince is not sufficiently blue-blooded to be the future Prince Consort to Princess Juliana.

Sir Eric Hambro, the banker, gave his daughter, Miss Zelia Mary Hambro, at her marriage to Lieut. Patrick William Humphreys, R.N., H.M.S. Furious, on January 1, at Holy Trinity Church, Sloane Street. The best man was Lieut. Roundell, a brother officer of the bridegroom. The bride's three little nieces, Pamela, Cynthia, and Diana Hambro, followed her to the chancel steps, and Naval officers formed a guard of honour as the bride and bridegroom left the church. Lieut. and Mrs. Patrick Humphreys were to leave almost immediately for China.

That "Crowning Glory."

A very hopeful band of young Englishmen have leagued themselves together to persuade women to revert to long hair. They plead the beauty of long hair and the added power it gives to the charm of femininity as the excuse for their crusade. But these plans are altogether old-fashioned. Women do not liberally give up beauty when they want in for comfort and convenience in their styles of coiffure and of clothes. Our young reformers, as all reformers should be, are a decade or more before their time.

Prince and Workmen Students.

The Prince of Wales spent an hour among the students of the Workmen's College at Camden Town recently. He toured the classes where the students were at work, and was conducted round by Major General Sir Frederick Maurice, the grandson of F. D. Maurice, one of the founders. In the German class he found a number of students employed by firms who conduct business with Germany. The Prince said, "If more people knew the languages of other countries we should be doing more trade abroad." The Prince afterwards addressed the students informally in the hall of the College. "You who come to this College, he said, 'set a very high example indeed. After a long day's work you have the energy and enterprise to come here in the evening for serious study that will be of the greatest help to you. It is an example that might be taken up by a great many other people. In your clubs and societies you have opportunities of rubbing shoulders with all kinds of people, and you have an opportunity of learning the other fellow's point of view and of widening your experience. The old saying that all work and no play is not good for anybody is very true, and I most heartily endorse the appeal which is being made for the purpose of equipping your playing-fields."

Mr. Frederick Zetina.

Mr. Frederick Zetina, aged 75, a retired acrobat, who recently died in England from influenza, retired from the variety stage 23 years ago. He had travelled extensively in China and Japan, and appeared before the Emperor at a command performance at the Palace at Tokyo. Mr. Paul King in a letter to *The China Express and Telegraph* says: "I wonder if any old China hands remember the Zetina Troupe in Chiarini's Circus in the 'Eighties. It came to Tientsin at the time the late William McLeish and I were running the 'Gym' there, and soon a considerable rapprochement sprang up between it and our members. Zetina and his assistants, male and female, were, I think, Londoners, but Chiarini was an Italian, whose somewhat berserk temperament very nearly brought to grief the Gala Performance 'by command' of the famous Viceroy, Li Hung Chang—engineered by the indefatigable Commissioner of Customs, the late Gustav Detring. Fortunately nothing untoward happened and the success of the Viceroy's initiative paved the way for the triumphal entry of the Circus into Peking somewhat later on. It is pleasant to hear that Zetina survived all the hardships and vicissitudes of circus life until the ripe age of 75 years."

HONG KONG POLICE RESERVE.

[ORDERS BY HON. MR. E. D. C. WOLFE, INSPECTOR-GENERAL OF POLICE.]

The following is an extract from the *Government Gazette* dated February 7, 1930:—
"H.E. the Officer Administering the Government has been pleased to re-appoint Mr. Dudley Leonard King to the Deputy Superintendent of Police (Reserve) on his return from leave, with effect from February 7, 1930.
Indian Company.
LEAVE.

Constables R204 A. Karim and R228 Lal Khan have been granted eight months' leave of absence from the Colony as from February 4 and February 8, 1930, respectively.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, February 11. Fall in at the Tsimtsatsui Fire Brigade Station at 6.30 p.m. sharp. Dress: Winter uniform and cap with white covers.

The weekly instructional patrol of the Hong Kong Section will take place on Friday, February 14. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Winter uniform and cap with white covers.

Sharpshooters' Company.

RIFLE INSTRUCTION.

This will be given each Thursday afternoon during the next three weeks at the office of the O.I.C. Company at 5.15 p.m. Members will bring their rifles.

Sgd. D. L. King, D.S.P. (R.)
Hong Kong, February 10, 1930.

THEATRE ROYAL
9.15

FRIDAY 14 FEBRUARY 15 SATURDAY

THE ENGLISH SINGERS OF LONDON

In revivals of the glorious music of the days of Queen Elizabeth.

Carols Madrigals Folk-Songs

ENGLAND'S GREATEST OFFERING TO THE CONTEMPORARY MUSICAL WORLD.

PRICES: \$4 AND \$2
BOX-PLANS NOW AT MOUTRIE'S

MANAGEMENT:
A. STROK

BIGGER & BETTER THAN EVER

CHRONICLE and DIRECTORY for 1930

Now In Preparation.

CLASSIFIED ADVERTISEMENTS.

HOUSES TO LET.

TO LET.—From First March—FLAT, No. 2, KELLY HOUSE, PEAK. Four Rooms, Flush System, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Moderate Rent.—Apply DEACONS. [578]

ATTRACTIVE—Three Roomed FLATS in HUMPHREYS BUILDINGS, Kowloon. All Modern Conveniences. Apply HUMPHREYS ESTATE & FINANCE Co., Ltd., ALEXANDRIA BUILDINGS. [5869]

GODOWN TO LET.

A GODOWN at WHITFIELD ROAD, About 2,500 Square Feet Next to Kwong Sang Hong Glass Factory. Please apply KWONG SANG HONG, Ltd. [9001]

APARTMENT WANTED.

WANTED—Small Unfurnished FLAT, HAPPY VALLEY or CAUSEWAY BAY District.—Apply: Box 9002, c/o Hong Kong Daily Press. [9003]

POSITIONS VACANT.

WANTED—Expert Male STENOGRAPHER for Indo-China. Reply SECRETARY, P.O. Box 22. [5890]

POSITIONS WANTED.

ENGLISHMAN, Middle-Aged, Seeks POSITION of Trust. Good Character and References.—Address Box 5845, c/o Hong Kong Daily Press. [5845]

EXPERT Lady STENOGRAPHER-SECRETARY (English) Desires Position. Local and Home Experience in Commercial, Legal and Secretarial Work. First Class References.—Write Box No. 580, c/o Hong Kong Daily Press. [5850]

WORK WANTED.

BOOK-KEEPER desires Work after Office Hours. Would undertake Writing-up Books for Small Businesses. Terms Reasonable.—Address Box 5913, c/o Hong Kong Daily Press. [5913]

CORRESPONDENCE (Dictation and Typing). Advertiser has Spare Time to handle Private Letters in Evening and at Week-Ends. Strict Confidence Guaranteed. Terms Moderate.—Address Box 5914, c/o Hong Kong Daily Press. [5914]

WANTED.

ORTHOPHONIC VICTORLA Portable, Second-hand, in Good Condition. Must be Cheap. Would also take a Pick-up for Connection to Radio Set.—Please write to Box 5917, c/o Hong Kong Daily Press. [5917]

FOR SALE.

A GFA CAMERA, Quarter Plate (8 x 12), Standard Model, 4.5 Lens, with Plate Holders and Thin Pack Adapter, etc., Complete in Case. Also One ZEISS IKON ENLARGER for Use with Same Camera. Purchase of Tripod, Self-timer and other Accessories Optional. Outfit Practically New and can be Seen by Appointment.—Apply Box No. 5869, c/o Hong Kong Daily Press. [5869]

BOARD, &c.

BUSINESS WOMAN desires Enter English Home as Paying Guest.—Address, giving Full Details, Box 5898, c/o Hong Kong Daily Press. [5898]

WANTED.—SCANDINAVIAN desires SMALL ROOM with Breakfast and Use of Bath Hong Kong Preferred.—Reply stating Terms to Box 5991, c/o Hong Kong Daily Press. [5991]

DOMESTIC.

ENGLISH GIRL, Sailing March 1st in MACEDONIA, with Her Family, would like to get in Touch with LADY Needing Help on the Voyage with Children.—TELEPHONE KOWLOON 1289. [5885]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—

SITUATIONS VACANT.	HOUSES AND APARTMENTS TO BE LET.
HOUSES AND APARTMENTS WANTED.	MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

THIS FORM MAY BE USED.

Please insert.....times.		Enclosed.....in payment.	
Signature.....		Address.....	

Address:—The ADVERTISEMENT MANAGER, "Hongkong Daily Press,"
11, Ice House Street, or P.O. Box 1.

Golf Shoes



These are distinctly golfers' shoes, made particularly for the players of the "Royal and Ancient" game.

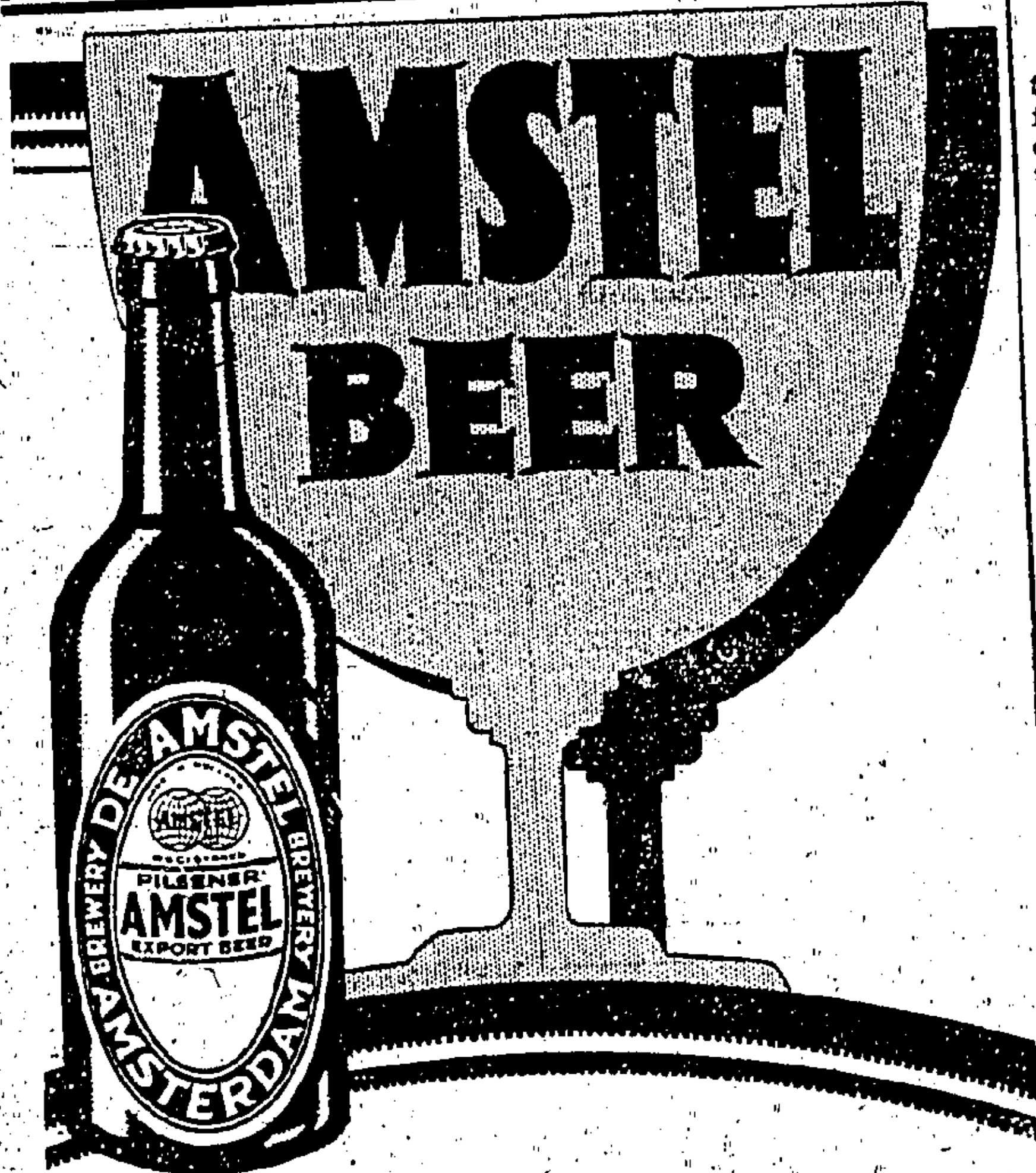
Specially designed and made of the finest grain leather and willow calf.

Grain leather, plain toe, new rubber soles	...	\$36.50
Willow calf, plain toe, leather soles, nailed	...	\$23.50
Willow calf, toe cap, crepe rubber soles	...	\$23.50
Willow calf, plain toe, "St. Andrew's" soles	...	\$27.50

Less 10% discount for cash.

STOCKINGS, PULL-OVERS, SWEATERS
in newest designs and colourings.

Mackintosh's



AGENTS—
H. RUTTONJEE & SON,
15, QUEEN'S ROAD CENTRAL.

WHITEAWAYS

CLEAN-UP SALE

TO-DAY

ALL

ODDMENTS & REMNANTS

MUST BE CLEARED

REGARDLESS OF COST

THOUSANDS OF BARGAINS

WHITEAWAY, LAIDLAW & CO., LTD.

IRREGULAR RAID BY REVENUE OFFICERS.

ACQUITTED OF SERIOUS CHARGES.

A HINT TO THE DEPARTMENT.

At the Central Police Court yesterday Mr. E. W. Hamilton dismissed the charges brought against four Chinese Revenue Officers of demanding money with menace, and with stealing money from two Chinese during raids carried out, it is alleged, without departmental cognizance.

The Magistrate, while giving the defendants the benefit of the doubt, remarked, to Mr. J. D. Lloyd, Superintendent of Imports and Exports: "I hope you will deal with this departmentally."

Mr. F. X. d'Almada appeared for one of the defendants, and Mr. F. X. d'Almada e Castro, Jr., appeared for the other three.

MAGISTRATE'S DECISION.

Mr. Hamilton said: "It is common ground that the four defendants with Revenue Officer Dunlop, proceeded early on the morning of December 20, 1929 to Shaikwan; thence to Tsang Kwan's hut by the quarry, and, after an interval, to Tsang Tan's hut in Chai Wan Tsai."

It is admitted that there was no warrant and that the raid was irregular for this reason, and because of Departmental routine which demands that before raids instructions must be given by the Senior Revenue Officer available. It is arguable that this method of procedure by the defendants tends to throw a sinister light on the whole set of events.

Zeal of Recruits.

To this the defendants reply that they were zealous, and point to the fact that all, except the fourth defendant who was pressed into the service later, had but recently joined the force. At any rate, I do not believe that there was a premeditation of robbery, when they had laid the information, as they could not possibly know that R. O. Dunlop would not report to an experienced officer. No definite light is thrown on this case by this point, in my opinion.

The two direct witnesses for the Crown came next. Tsang Kwan deposes that his person was robbed of two five-dollar rolls of 10-cent pieces by the first defendant, and he identifies one roll found in the pocket of the car. He mentions no dynamite. That is one of the curiosities of the case. No one does, but the finder.

Confused Evidence.

The connection between his house and Tsang Tun's is this: Information found in a book suggested the move to Tsang Tun's hut, and Tsang Kwan was taken there as guide, presumably handcuffed to prevent escape. Now we come to the evidence of Tsang Tun. He was robbed of \$47 he told us; the money was taken from his person and placed on a table, except for three silver dollars produced by his wife. At this time R. O. Dunlop was said to be upstairs, but Tsang Kwan was brought in—very conveniently for the prosecution as he was in a position to see the money taken from Tsang Tun. There is a good deal of confusion in the evidence as to what happened in the house, but I cannot put much weight either way on these discrepancies, as the interior of a Chinese cottage is usually lit by a small oil lamp and the fitful gleam of electric torches does not make for accurate observation.

Hearsay.

The evidence of these two men, if I believe it, must convict all four defendants. I know nothing of them, save that (a) two years ago a lodger, the wife of a Chinese man, Tsang Kwan, was convicted on an opium charge and banished whilst staying with Tsang Tun; and (b) that an opium pot was found in Tsang Tun's house. Now, when did these men lay the complaint? A report was laid by a Tsang Fung, Inspector Mo-Walter thinks at 4:30 a.m. It was of kidnapping. In all the evidence I have, it was laid on hearsay. The Inspector tells me the complaint was substantiated at about 8 a.m., when Tsang Kwan arrived about the same time as R. O. Ward. He also says that before the 30th, when Tsang Tun laid his complaint, Tsang Kwan reported Tsang Tun had lost money. Now, Tsang Tun did not see the Inspector until 36 hours later at least. His explanation is that he was sick. There is no corroborative evidence. It might be that the 24 hours was required for fixing up the story with Tsang Kwan.

Why Dynamites?

Now, for the evidence found in the car. The chauffeur's evidence makes it clear that the defendants knew that R. O. Ward had spoken to him and that they had to proceed to the Police Station. Now, if the evidence of the prosecution is true, the defendants got rid of \$47 plus \$10 in silver rolls during the time before their search, except a five-dollar roll of 10-cent pieces. If they got rid of any why not of all? How did they get rid of it?

(Continued on next Column.)

ROUND THE COURTS.

"THE LETTER TRICK."

When a Chinese appeared before Mr. Whyte Smith yesterday on a charge of trying to obtain \$37 from a woman by false pretences, it was stated that Mr. Hin Shing Lo was representing defendant, and wished for a remand.

His Worship adjourned the case till next Tuesday, granting bail in the sum of \$500. It was stated that the false pretence were "the letter trick." The defendant produced a letter purporting to have been written by the woman's father, asking for the sum mentioned.

"NONE SO DEAF—"

Twelve months' imprisonment was the sentence passed on a Chinese by Mr. E. W. Hamilton, who returned to the Colony after having been banished for life on November 18, 1929.

Defendant was questioned whether he asked the Court interpreter to explain the sentence to him on that occasion, but he replied in the negative, saying that he was deaf and could not hear anything. Sub-Inspector Vincent who was in charge of the case said that the man was confusing that sentence with a previous one, when he was banished for five years in 1915. When returned, a new warrant was taken out against him and he was then given a life sentence.

EXTRADITION PROCEEDINGS WAIVED.

Mr. E. W. Hamilton made a formal order of discharge from the custody of the Court yesterday, when it was stated that Lee Bun-Chong, the Straits Chinese, who is being held on a charge of embezzlement of monies in Singapore, has waived extradition proceedings instituted at Central Magistracy, and has agreed to return to Singapore with an escort.

Chief Detective Murphy who produced the fugitive before the Magistrate informed the Court of accused's decision.

FIND THAT BROUGHT NO LUCK.

A native of Hoi Nam appeared before Mr. Whyte Smith yesterday on charges of theft of a draft of \$400 (issued by the Kwong Sing Cheong Chinese Bank, Singapore) and another of \$70, issued by the Ko Nam Boarding House, Singapore, the property of one Leung Shing, who is described as a rubber maker, and whose address was given as, Ko Chow Boarding House, Connaught Road Central. The theft is alleged to have taken place on board the Jardine steamer Kut Sang while en route from Singapore to this port.

Before dealing with the case, the Magistrate queried whether it was within his jurisdiction to deal with a robbery on high seas summarily. Detective Sergeant Kellet said that the theft took place on a British vessel in British waters, and he was advised by the Assistant Attorney-General through the telephone, that the case could be dealt with in that Court.

Defendant who pleaded that he had picked up the drafts on the deck was found guilty and was sentenced to three months' jail with hard labour.

(Continued on next Column.)

(I deduct from the sum mentioned such money as they fairly may have had). Evidence shows that his united wealth was not under \$15. Where was the rest? Gone, save for the one \$5 roll of 10-cent pieces and three sticks of dynamite. Why dynamite? It is suggested it was taken to plant on defendants, but though the raid was a *coup manqué* there was no such charge. Then why dynamite? Possibly it adds a name and address to the \$5 roll. Dynamite is used in quarries.

No Presumption of Guilt.

As I say, the search reveals no presumption of guilt, save this, and from the above considerations the \$5 roll presents difficulties from either side. If they did what they are accused of doing, how is it that they got rid of all but one (and possibly of everything but) the one roll of money that could be identified? The dynamite may be, but an address localising the money.

On the other hand, if they are innocent, when was the \$5 roll planted? The car seems to have been closely watched all along. Tsang Tun's wife heard money being demanded and paid two silver dollars herself. She does not go very far to help me, and the chauffeur's evidence is negative.

Finally, I have to consider the fact that, though one man had lost \$10 and another \$47, and no opium had been found, neither of them had enough fust to attract the attention of R. O. Dunlop who, incidentally, though present all the time, saw nothing of the various transactions.

When I consider all these points and put it to myself as a judge would to a jury: "Are you reasonably certain that the defendants are guilty?" I must, reply, I am not certain. I must, therefore, discharge the defendants.

YOUNG BOY "LED ASTRAY."

At Kowloon Magistracy yesterday, Mr. Whyte Smith had before him two Chinese lads aged 14 and 15 respectively who had to answer a charge of stealing a copper pan, belonging to the Cafe Pavilion, 98 Nathan Road.

The younger of the two said that he took the pan because the elder one asked him to. He had only known the boy a few days. His Worship ordered the first boy to receive twelve strokes of the cane, and the younger one to receive six.

THE QUESTION OF POSSESSION.

The three Chinese, remanded on charges of the unlawful possession of 42 tael of non-Government opium at 508 Canton Road, made a re-appearance before Mr. Whyte Smith yesterday. Mr. Leo D'Almada, sr., was for the first two, and the third was represented by Mr. G. S. Hugh Jones.

All three pleaded not guilty. There was considerable argument regarding the question of possession after which the case was remanded for a week in order that their landlady, who is at present in Canton, might be present in Court.

WITNESS WARNED BY MAGISTRATE.

"Did you read the subpoena?" asked Mr. E. W. Hamilton of Mr. G. W. Cooper, of the Dairy Farm, who appeared at Central Magistracy yesterday to explain why he was not present in Court when called as witness in a recent traffic case.

Mr. Cooper answered in the affirmative, saying that he thought if somebody else in the case appeared, there was no need for him to do so.

His Worship warned Mr. Cooper that a warrant could be issued for his arrest straight away and warned him not to do it again. It was a matter of gross contempt of Court, concluded Mr. Hamilton, and he could have imposed a fine on Mr. Cooper.

\$20 FINE FOR A LIAR.

The Chinese hawker who appeared before Mr. E. W. Hamilton on Monday on a charge of obstruction, told his Worship that he was arrested by an Indian constable whom he refused to give 30 cents. The case was put off until yesterday to enable that Divisional Inspector to investigate the accused's allegation.

The Inspector yesterday told the Magistrate that the constable had not been on duty on Saturday as he had obtained 24 hours leave from 8 a.m. on Saturday to 8 a.m. on Sunday.

In inflicting a fine of \$20, his Worship said: "It is very easy to make allegations of squeeze against a constable and unfortunately it is a charge which can seldom be refuted. This time it is established that you have been deliberately lying."

FURNITURE SEIZED BY CREDITORS.

DEBTOR DECLARED NOT THE OWNER.

At the Summary Court yesterday, Tang Kam Sang, a draughtsman in Messrs. Denison, Ram and Gibbs, sued Mr. and Mrs. Chan So, of 124, Wanchai Road, for \$302, alleging wrongful detention of his furniture. Mr. Horace Lo, for the plaintiff, said that his client had been living at 48, Li Tung Street, with his brother and a distant relative named Tung Ah Ngai. On January 2 he moved from the premises, entrusting an amah to see to the removal of the furniture during the absence of the men at work, and of the distant relative, who was away from the Colony.

When plaintiff returned after his work he found that certain people who stated that they were policemen had removed some of the furniture on the ground that the master of the house owed money. The furniture was taken to a certain firm, where the amah was given a receipt, she having also to give a receipt in return more or less under compulsion.

Mr. Lo contended that no money was owing to the defendants from his client.

Plaintiff corroborated his solicitor's statement, and said that his distant relative had no furniture in the house.

Cross-examined by Mr. F. C. E. Rendall for the defence, plaintiff denied that the woman was the widow of his deceased brother or that the furniture was left to her by her mother. He admitted that Tung Ah Ngai was connected with several money loan associations, but said that if she owed money to Mrs. Chan So it was her responsibility.

Mr. Rendall said his case would be that the defendants received information that Tung Ah Ngai was absconding, and as a result they and other creditors went to the premises. At that time the furniture was actually under the house, and because Mrs. Chan So could not find Tung Ah Ngai she reported to the police. A detective was sent and he stopped the removal of the furniture.

The case was adjourned until Friday, a settlement of the matter being likely to be effected in the meantime.

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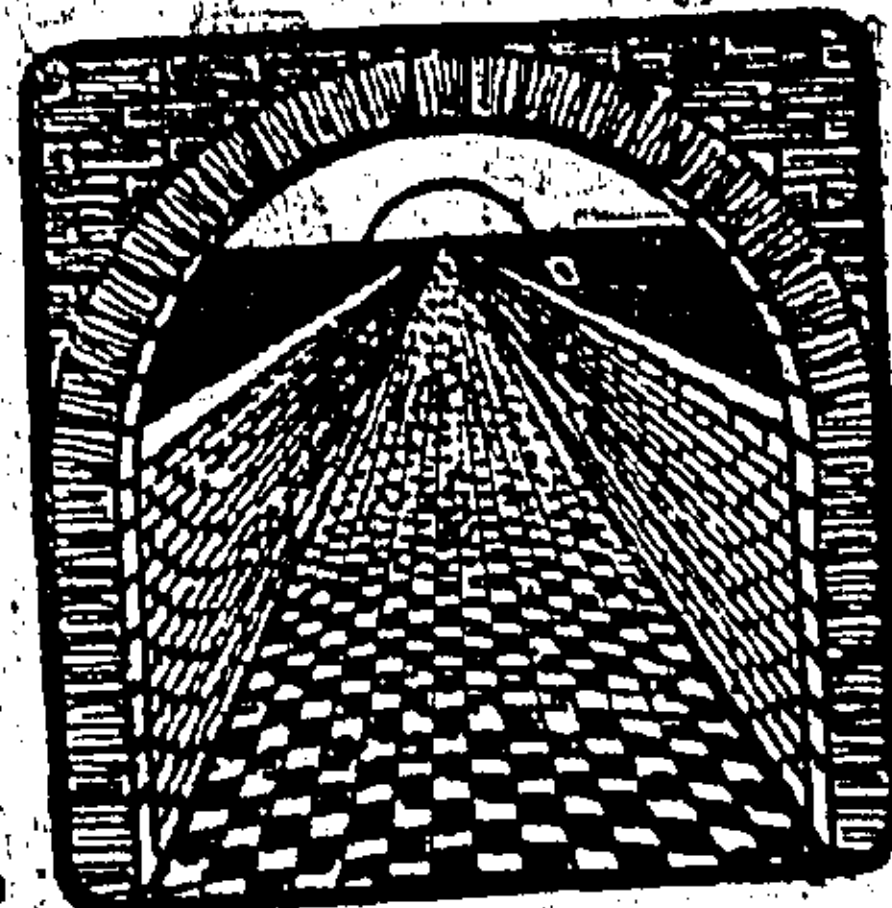
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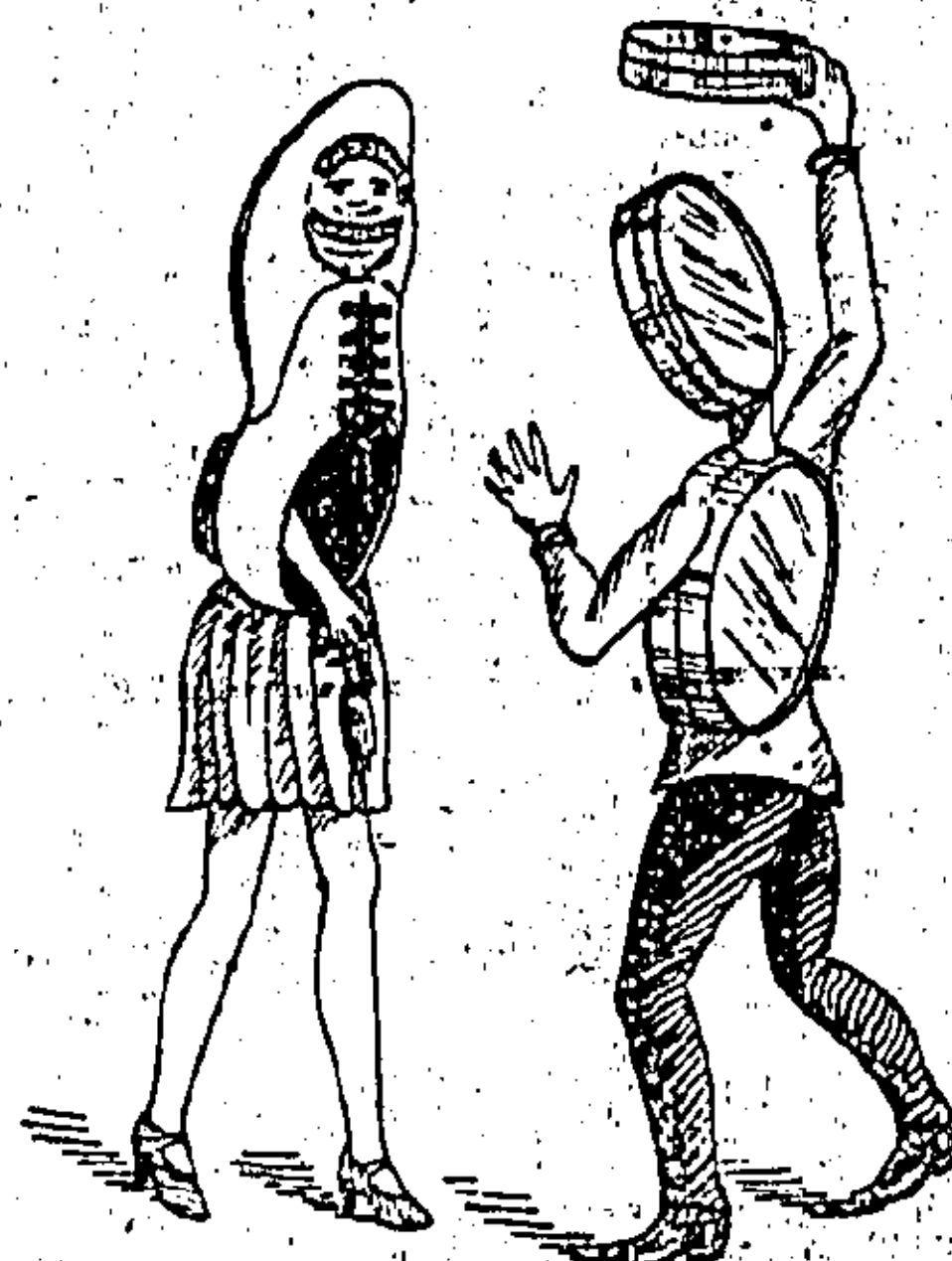


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"MEN OF THE HILLS" DEMAND RANSOM.

SEQUEL TO THE DELI MARU PIRACY.

NEGOTIATIONS FOR RELEASE OF CAPTIVE IN THE HANDS OF PIRATES.

PROSECUTING COUNSEL'S STRANGE STORY.

An extraordinary story of negotiations between the friends of a kidnapped man and his captors was unfolded at the Central Magistracy yesterday when two Chinese, Lo Ming and Chan Chung Nam were charged with feloniously consulting, confederating or corresponding with pirates for the ransom of H. Y. Hsu, who was kidnapped in the piracy of the a.s. Deli Maru, a Japanese steamer, which was pirated on the high seas on September 21. The men were also charged with threatening two persons for the purpose of getting them to pay a ransom for the release of Mr. Hsu. There was also a charge of having obtained \$11,600 for such purpose.

Mr. H. Somerset Fitzroy appeared for the Crown and Mr. D. E. Covey was for the first defendant.

Negotiations started, it was stated, by the captors asking for \$60,000 and the relatives of Mr. Hsu offering \$800. The final figure decided upon was \$11,600. The first defendant was given this and he was then closely shadowed by the Police. His movement were all known to the authorities and he was arrested as he was trying to leave by train for Canton, and of the \$11,600, Mr. Fitzroy said that \$9,200 was recovered.

CLEVER SHADOWING BY LOCAL POLICE.

THE CROWN CASE OPENED.

Mr. Fitzroy in outlining the case said that the man with whom the Court was concerned was a Mr. Hsu who lived, prior to his arrest, in Shanghai. He was one of four men taken away by the pirates following the piracy of the Japanese steamer Deli Maru on September 21 last, on the high seas. Since then, two of the four men have escaped, but Mr. Hsu and another were still in the custody of the pirates.

Following certain demands made by the pirates, two persons came to Hong Kong from Shanghai to open negotiations here for the release of Mr. Hsu. One of these men was Cheung King Yuet and the other was a man named Chan. The man who accompanied him was named Chan. They had been instructed to stay at a certain hotel in which names they were to register. Mr. Fitzroy explained that in Chinese hotels the practice was to post the names of the residents in the hall, so that any person could ascertain without making inquiries who was staying at the hotel.

Soon after the arrival of the two men from Shanghai, they got in touch with the first defendant, who in fact, called at their hotel. The defendant, representing some other persons, demanded \$6,000 and the representatives of Mr. Hsu offered \$800, and the parties did not seem to make much advance in the negotiations.

Soon afterwards the two men from Shanghai returned to the Northern port and matters were left in the hands of another man, also named Chan, who carried on the negotiations with the first defendant. They arrived at a stage at which it looked as if negotiations might have been carried out successfully and the result was that Mr. Hsu's representatives again came to Hong Kong, this time Cheung King Yuet coming with a man named Lui.

Some Sort of Arrangement.

They arrived here on January 3 and registered at the Empress Hotel. That evening they had an interview with the first defendant and discussed terms. The first defendant, in addition to the ransom asked for twenty per cent. brokerage and eventually agreed to accept ten per cent. The representatives from Shanghai, said Mr. Fitzroy, had a letter of credit with them for the money and they were ready to draw and pay for the release of Hsu. A number of interviews between the defendant and the representatives took place and at one of them, the first defendant indicated that he was prepared to reduce his commission to \$600. It was at about that time also that the representatives were told that, unless they fixed up the ransom at once the captive's life would be in danger. It was suggested that in that interview the particular threat was given which was the basis of the charge of using threats.

During these interviews, the first defendant took charge of a letter written to Mr. Hsu by the persons who were negotiating for his release. Later he also brought back a reply. That letter will be put in as evidence.

Mr. Fitzroy said that finally the parties came to some sort of an arrangement. That would be on January 13. On the previous day, the first defendant was told by the man who served as an interpreter in the negotiations (his presence being necessary due to dialect difficulties) that he was being shadowed and that he had better carry out his negotiations elsewhere. They therefore had their next meeting at another hotel where it was agreed that \$11,600 in all should be paid over.

It was suggested to the defendant that the detained man should come within telephone distance, but this was rejected. The defendant gave special instructions as to how the money was to be paid, how there was to be a number of \$500 notes and a number of \$100 notes all of which must be Hong Kong Bank notes. These notes were duly obtained against the letter of credit and numbers were taken.

Closely Shadowed.

In the afternoon of January 13, the first defendant called at the Empress Hotel and the two representatives from Shanghai then handed him \$11,600 and he then left the room.

He was followed and it was noted that the man first went into Wing On's. He next took a ricksha and went to the Bank of Canton, still being followed in a ricksha. Next he went to the Star Ferry and on arriving at Kowloon he was seen to enter a bus. His shadower took the same bus and saw him go into No. 222, Reclamation Street. The shadower waited outside for about half an hour and then he saw the first defendant and another man come out of the house and go to Yau-mai Ferry where they crossed to Hong Kong. On board the Yau-mai Ferry, first defendant was seen giving something to his companion. On arriving at Hong Kong, one man went to Jubilee Street and the first defendant went to the Sai Kai Boarding House, and his shadower waited outside. After some time the shadower inquired at the hotel for his quarry but was told that no such person was there.

Arrest at Kowloon Station.

The Police felt convinced that this was untrue and that night they raided a number of boarding-houses, including the Sai Kai Boarding-house, but although they made a thorough search there they failed to find the first defendant, of whom they had lost sight altogether. Next morning the Police waited at Kowloon Railway Station and sure enough the first defendant appeared early in the morning, to catch the first train. They arrested the man and took him first to the Water Police Station, and then to the Yau-mai Station when he was searched. Some \$1,400 in notes was found on his person. He was then taken to No. 222, Reclamation Street, where he had been seen to enter the night before. The man lived on the third floor and appeared to have been in Hong Kong for some time.

A search by the Police resulted in the discovery of the notes which were handed him the previous day. These were hidden in the stuffing of some pillows. Some \$6,000 was recovered. The discovery was made at about 8.30 a.m. An hour later, one of the detectives who helped to search the Sai Kai Boarding-house, the previous night, noticed a man on the landing of the second floor, who had been at the Sai Kai Boarding-house the previous night. He arrested this man (the second defendant), took him upstairs and latter to the Yau-mai Police Station, where he was searched. At first nothing was found on him, but when his socks were removed it was also found that the notes were the same as the ones handed to the first defendant on the previous day.

The Conspiracy Charge.

Mr. Fitzroy said that with regard to the charge of conspiracy, he would say frankly that he could not bring the first and second defendant together as they were never seen together. The man who crossed the Yau-mai Ferry with the first defendant was some person not in custody. The only interference of conspiracy was the fact that the second defendant was seen at the Tai Loi Boarding-house, the night that the first defendant called there, and, further, he was caught on the stairs of the house in which the first defendant lived, and then there was the evidence of the notes.

When the second defendant was questioned as to how he came to be in possession of the notes, he stated that he picked them up in a lavatory.

EVIDENCE CALLED.

How the "Go Between" Met.

Mr. Cheung King Yuet, a teacher in the National University of Nan-king, giving evidence in English, told the Court that he was a friend of Mr. Hsu, whom he understood, had been kidnapped by pirates. He was also aware that ransom was being demanded.

In reply to Mr. Fitzroy, witness said that Mr. Hsu was employed

at Messrs. Malcolm's in Shanghai and the latter was interested in his release. The relatives of Mr. Hsu approached witness and on their behalf he came to Hong Kong with Mr. Chan Ho Pui, representing Messrs. Malcolm's. They arrived on October 22 last year and took a room at the Great Eastern Hotel. Mr. Cheung registered in his own name, while Mr. Chan used a name which, it was understood, was to be used by Mr. Hsu's representative when he stayed at the Great Eastern Hotel.

After four days at the hotel, the first defendant came to see them and inquired if they had come on behalf of Mr. Hsu and that was the start of negotiations. There was language difficulty as the man spoke only a little Mandarin and the two Shanghai visitors could only speak a little Cantonese. The defendant said that he had been asked by his "friends of the hills" to approach witness and his friend. He asked them to write a letter to Mr. Hsu and said he would convey it for them. Witness wrote a letter that evening and gave it to the first defendant the next day, who immediately read it and promised to convey it, asking \$30 for his expenses. He was given \$20 and he seemed satisfied.

\$60,000 Ransom Wanted.

With regard to the ransom the defendant asked for \$60,000 and witness replied that the family of Mr. Hsu could only raise \$800. The defendant replied that the men of the hills wanted much more. The two Northern men explained that Mr. Hsu's family was not well-to-do and the matter was left at that. As regards the meeting place, witness said he told the defendant that the expenses at the Great Eastern were too high and defendant recommended the Tai Loi Boarding-house, where witness stayed for two days and then left for Shanghai, and later for Nanking to resume his duties.

On January 3 this year, he again came to Hong Kong accompanied by Mr. Lui Chan Yau to continue the ransom negotiations. They stayed at the Empress Hotel and booked rooms in their own names. They then looked up the man who had been carrying on the negotiations with the defendant and understood that a meeting had been arranged for the night of January 3 at the Kwong Tai Loi Boarding-house. At that meeting, the defendant asked for \$11,000 and "brokerage" of \$1,000. The counter offer was \$9,600 and brokerage. They were to meet again the next night to see if one side or the other would compromise. When they met, the representatives of Mr. Hsu said they had had to telegraph to Shanghai for more money and the first defendant on his part said that his friends of the hills would not come down. It was then suggested that Mr. Hsu be allowed to telephone so that his friends could be certain that they were ransoming the right man. That suggestion was negatived.

Anxious About Mr. Hsu.

Mr. Cheung stated that the next evening there was another conference and the defendant undertook to convey a second letter to Mr. Hsu. This was written and the defendant demanded \$50 as his fee, which was duly paid. The letter stated that they had come to Hong Kong to negotiate for Mr. Hsu's release and that they were anxious about his health. They also told him that his wife was sick and could not make the journey to Hong Kong. The first defendant told the others at the conference that if they were going to pay the ransom they had better do so before Chinese New Year as the sum would be increased later.

A few days later they got a reply from Hsu, which witness stated was in Mr. Hsu's writing and bore the latter's signature. It stated that the writer was grateful to his friends for what they were doing. He was in good health and his friends had no cause to be anxious. Mr. Chau, the first defendant, was to be trusted.

After that, the money was duly paid over according to the terms laid down by the first defendant. The hearing was adjourned.

CONSTABLES AND OPIUM DIVAN.

ODD CASE FROM KOWLOON.

"ADDICT'S" PASSAGES WITH SOLICITOR.

A Shantung sergeant and a constable were charged before Mr. T. S. Whyte-Smith at Kowloon Magistracy yesterday with accepting bribes. The Sergeant is facing eight charges of wrongful possession of three chops; misconduct as a police officer, and accepting bribes. The constable is charged with two bribery offences.

Mr. L. R. Andrews, Assistant Crown Solicitor, prosecuted and Mr. J. M. Remedios appeared on behalf of the sergeant.

Before the proceedings started Mr. Remedios drew the Magistrate's attention to the charge of "wrongful possession of chops" preferred against his client. He said that in the charge it was not stated whether the chops were forgeries or whether the defendant was supposed to have had them in his possession with the intent to defraud.

The Magistrate replied that he thought that the charge was meant to infer that the defendant had the chops to evade duty.

Mr. Andrews then asked the Magistrate to add to the charge that they chops were being used to evade duty.

The Defendant Searched.

Outlining the case Mr. Andrews said that on the night January 28, A.S.P. Sparrow searched the first defendant as he was about to go on his beat and found three chops in the man's cap. The chops were similar to those carried by three constables on the defendant's beat. Sergeant Carruthers was sent out for the three constables and brought them to the Station. The constables produced their genuine chops, so that the three chops possessed by the defendant were obviously forgeries.

Mr. Andrews said that defendant went out on duty for 4 hours, during which time he had to visit the constables in his section. The defendant carried a Section Chit and ink-pad and on meeting a constable he would produce the section chit and the constable would stamp it with his own chop. The inference was that if the defendant had similar chops he could chop the Section chit himself and avoid the trouble of finding the constables.

The defendant in reply to the charge said that he did it because the beats were too big and he could not go round in time. That was why he got the chops made.

The Bribery Charges.

Referring to the bribery charges against both defendants, Mr. Andrews said that evidence would be given that the defendants made a practice of accepting money from a person who ran an illicit opium divan and who dealt in illicit opium. The defendants agreed to take no action if they were paid a weekly sum. When charged both defendants made denials.

The first defendant denied accepting bribes, but said that the allegations were made against him by persons whom he searched too often. The second man denied accepting any money.

Duties of the Sergeant.

Mr. William Le Bart Sparrow, A.S.P. Kowloon, said the chops produced bore the numbers of the three constables who were sent for and who produced their own genuine chops. Defendant had been attached, on and off, to the Mongkok Police Station for three years.

Mr. Remedios suggested that the defendant was well-known in Mongkok and if anyone had a grievance against him, he would have no difficulty in picking the sergeant out in a identification parade. Witness agreed to this.

Mr. Remedios: "Is it not true that two of complainants, who picked out the defendant were arrested by the police during a raid the same night for boiling and preparing opium?" "Yes."

"You were aware that the information was given by men under arrest?" "Yes."

\$1 and 60 Cents a Week.

Tsang Shing, one of the complainants, said that he was a stonebreaker at Taikoktsui. He had a craving for opium and ran a divan for his men. He also sold opium.

Mr. Andrews: "What kind of opium?—Government or otherwise?" Witness: (unconcernedly) "Illicit."

The sergeant collected 60 cents a week for "expenses" and the constable \$1.

Asked why the constable received more than the sergeant, witness replied that the constable had come to him before the sergeant.

Magistrate: Second defendant was apparently first in the field! The last payments were made, to the defendants on the night of January 27. The money was given personally and was as a guarantee of immunity from "trouble."

Mr. Remedios: A month ago you charged two men with impersonating police officers. They were sentenced to one month's imprisonment?—Yes.

There was some trouble in your house once when the first defendant complained that he was splashed with dish-water from your flat?—I don't know of that.

(Continued on next column.)

ILLEGAL "ARREST" OF S.S. VENEZIA.

LOCAL ACTION DISMISSED WITH COSTS.

ADMIRALTY JURISDICTION CLAIM.

An action brought under Admiralty Jurisdiction at the Supreme Court yesterday before the Chief Justice (Sir Henry Gollan) against the steamship Venezia, a former Italian vessel, failed on points of procedure, it being proved that there were owners of the vessel domiciled in Hong Kong.

Plaintiffs were the Kwong Fat Engineering Company, of Kowloon Marine Lot No. 24, Hunghom. They claimed \$41,255.54, being balance due for necessities supplied, equipping and repairing the ship at Hong Kong between July 6 and December 30, 1929, and for costs. The writ set out the original cost as \$68,355.54, of which \$27,100 had been paid, leaving the amount claimed.

The manager of the plaintiffs appeared in person, and Mr. F. C. Jenkin, instructed by Mr. E. Davidson, was for the defendants. Mr. Jenkin said that the China New Era Shipping Co., Ltd., were the owners of the a.s. Venezia and that the firm carried on business in the Colony. The ship was "arrested" by an order of Court on Jan. 22. Counsel moved that the writ of summons and warrant of arrest be set aside for want of jurisdiction on the ground that the ship belongs to the port of Hong Kong, and that at the time the action was instituted the owners of the ship were domiciled in Hong Kong. He also referred to a letter written by plaintiffs to Mr. Davidson the day previous intimating their desire to withdraw the proceedings.

Asked if he had anything to say, plaintiffs' manager stated that he would leave the matter entirely in his Lordship's hands.

Holding that the proceedings were not properly instituted, his Lordship dismissed the action with costs.

PUBLIC CAR AND HOTEL MOTOR 'BUS.

JUDGMENT RESERVED IN DAMAGES CLAIM.

Further evidence was taken at the Summary Court yesterday in the action brought by Chuen Hon Sang, owner of a public motor-car, to recover \$844 damages from the Hong Kong and Shanghai Hotels Garage Department, following a collision between his vehicle and a motor 'bus, owned by the defendant company, at Happy Valley. There was a counter-claim by the defendants for damage to their vehicle.

Mr. R. A. Wadeson, for the defendant company, submitted that the onus was on the plaintiff to show that the defendant was negligent. The only affirmative evidence of this was given by plaintiff's driver, who stated that the motor 'bus was being driven at an excessive speed and ran into the other vehicle. Witnesses called by the plaintiff, however, expressed the opinion that it was the public car which ran into the 'bus.

There was also evidence to the effect that plaintiff's car had defective brakes. Furthermore, a witness for the plaintiff had stated from evidence found after the accident the plaintiff's driver must have seen the 'bus in a position in which an accident was almost certain to occur when he was at least 58 feet away.

For the plaintiff, Mr. F. C. E. Rendall contended that plaintiff's driver did all in his power to avert the accident by applying his brakes. If the 'bus driver saw the car when it was 70 feet away and coming at a fast speed he should have taken reasonable care and waited for the approaching car to get clear of the private road into which he was turning.

His Lordship reserved judgment.

"I Never Tell Lies."

In answer to further questions, witness said that the constable had received "expenses" for a year and the sergeant for six months. Mr. Remedios: I put it to you that it was because you were afraid for your own skin that you accused the defendants.

Why should I accuse them, there are many others. Mr. Remedios: That is not true. I never tell lies, I'm on oath. I have many sons and daughters. Magistrate: You don't lead a very innocent life!

Mr. Remedios (to witness): It was because you had the two men arrested a month ago that the police kept an eye on your premises. Witness: Yes, to see that they got their money!

No. Because of the people coming and going from your house?—No, he's lying. Why weren't you charged with running an opium divan?—Because the policemen had given me a guarantee of protection in return for the money I gave them.

In my opinion then, two wrongs made a right?—Two wrongs! What do you mean by two wrongs?

Before you were arrested did you not give information to the police in writing?—No, I can't write. The hearing was adjourned till this afternoon.

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NEW ADVERTISEMENTS.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED THAT SEALED TENDERS in triplicate, which should be clearly marked "TENDER FOR QUARRY," will be received at the COLONIAL SECRETARY'S Office until NOON OF MONDAY, the 24th DAY OF FEBRUARY, 1930, for the Occupation for a Period ending 31st DECEMBER, 1931, from the Date of Notification of Acceptance of Tender, of any or either of the Pieces or Parcels of Ground referred to in the Schedule hereunder, shown coloured Red on Plan signed by the Director of Public Works and dated 24th JANUARY, 1930, but subject to Certain Conditions which can be ascertained at the Office of the Director of Public Works.

Each Tender must be accompanied by a Receipt to the effect that Tenderer has Deposited in the COLONIAL TREASURY a sum of \$100 in respect of any quarry as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his Tender and comply with the conditions, should the Tender be accepted.

Form of Tender and further particulars can be obtained from the Office of the Director of Public Works.

The Government does not bind itself to accept the Highest or any Tender.

SCHEDULE REFERRED TO ABOVE

Quarry No.	Locality.	Approximate Area in Acre.	Area in Sq. Feet.
Kwloon No. 8.	Kw Lo Wan.	1.47	\$650
Kwloon No. 9.	Ts Kwa Wan.	8.89	\$400
Kowloon No. 10.	Tai Shek Ka.	7.29	\$300
Kowloon No. 11.	Argyle Street.	32	\$400

HAROLD T. CRESAY,
Director of Public Works.
7th February, 1930.

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at CITY HALL, Hong Kong, on SATURDAY, the 22nd FEBRUARY, 1930, at 11.30 A.M. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1929.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 10th FEBRUARY to SATURDAY, the 22nd FEBRUARY, 1930 (Both Days inclusive), during which Period No Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 3rd Feb., 1930. [8979]

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND TENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, on TUESDAY, 4th MARCH, 1930, at 11 A.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, Declaring a Dividend and Electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 14th FEBRUARY to TUESDAY, 4th MARCH, 1930, Both Days inclusive, during which Period No Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hong Kong, 4th Feb., 1930. [8977]

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- A psychological analysis.
- Sydney Klein's SCIENCE AND THE INFINITE, or Through a window in the Blank Wall. ... \$3.60
- A unity of Science and Religion.
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INTIMATIONS.

HONG KONG JOCKEY CLUB.

RACE MEETING 1930.

22nd, 24th, 25th, 26th FEBRUARY AND 1st MARCH, 1930.

ON SATURDAY, 22nd FEBRUARY, the FIRST RACE will be Run at 2 P.M., and on All Other Days at 12 O'CLOCK NOON. On the First Day, the First Race will be Run at 1.30 P.M., and on the Other Four Days at 11.30 A.M.

MEMBERS' BADGES AND ENCLOSURE.

Members' Badges may be obtained by those Members who have not already received them on Application to the SECRETARY.

Such Badges will also ensure Admission to all Extra Race Meetings during 1930.

Members are Notified that They and Their Ladies must Wear their Badges prominently displayed.

No One Without a Badge will be admitted to the Members' Enclosure.

Badges Admitting Non-members to the Members' Enclosure and Club Rooms (Ladies \$4 and \$16 respectively), are obtainable through the SECRETARY.

Upon Introduction by a Member, such Member to be Responsible for Payment of all Chits, etc.

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Members can obtain, upon Application to the SECRETARY, Badges (limited to Two) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Pretext will Children be permitted in either Enclosure during the First Four Days of the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$3 Per Day for All Persons including Ladies, and is Payable at the Gate.

Soldiers and Sailors in Uniform are Admitted to the Public Enclosure at \$1 Per Day.

Bookmakers, Tio Tao Men, etc., will Not be Permitted to operate within the Perimeter of the Hong Kow Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on Application to Messrs. LINSTEAD & DAVID, ALBERTA BUILDINGS.

Employers are requested to distribute these with Discrimination and to Endorse their Names on the Passes.

Servants are Not Permitted in the Members' Enclosure except for passing through on their Duties, but must remain in their Employers' Stands.

Any Persons found loitering with Servants' Passes in their possession will Forfeit the Same and will be Removed from the Enclosure.

By Order,
C. R. BROWN,
Secretary.

Hong Kong, 10th Feb., 1930. [9006]

NOTICE.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

In order to facilitate the Investigation with regard to a Number of Share Certificates which have been fraudulently obtained from the Company, All Holders of Share Certificates of the Company are requested to send in Full Particulars of their Holdings, Number of Certificates, Name of Owner, the Actual Distinguishing Numbers of the Shares covered by the Certificate, the Date of Issue of such Certificates, and their Folio Numbers, to the GENERAL MANAGERS as Soon as Possible.

By Order of the Board,
JOHN D. HUMPHREYS & SON,
General Managers. [8738]



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J. P. SEEBBY,
Manager. [8951]

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OUR TAXI SERVICE in Kowloon has been Established for the Past Two Years and From Now on We wish to serve Our Customers with A BETTER RATE by Issuing TICKET FORMS. EACH BOOK of Tickets Costs FIVE DOLLARS and contains TEN 10 CENT-TICKETS, FIVE 20 CENT-TICKETS, and TEN 40 CENT-TICKETS. These Ticket Books can be obtained from Our Office at the CORNER of NATHAN and PARK ROY STREETS, YAUMATEI.

Books will be Ready for Sale at the End of the Month. [8925]

TRINITY COLLEGE OF MUSIC
LONDON.

LOCAL EXAMINATIONS
FIRST WEEK JUNE 1930.

THE LAST DAY OF ENTRY
FOR THE
FORTHCOMING EXAMINATIONS

THEORY AND PRACTICAL
WILL BE 22nd FEBRUARY.

LOCAL SECRETARY:

WM. ANDERSON,
c/o ANDERSON

MUSIC CO., LTD.

FROM WHOM THE CURRENT REGULATIONS MAY BE OBTAINED. [8968]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:-

The anticyclone remains central to the north of the Lower Yangtze Valley and has strengthened. Strong monsoon will prevail along the S.E. Coast of China and fresh monsoon over the N. China Sea.

Local Forecast:-N.E. winds, fresh, overcast, occasional rain.

BIRTH.

SHIRAZER.-On February 6, at Pailun Hospital, Shanghai, to Mr. and Mrs. B. A. SHIRAZER, a son.

MARRIAGE.

MURRAY-WRIGHT.-On December 31, 1929, at St. Luke's Church, Kew Gardens, CAMERON PATRICK MURRAY, 2/12 F.R. Regt. (Sikhs), second son of the late G. C. Murray (Hong Kong and Shanghai Bank), and Mrs. MURRAY, 4/20, Palace Court, W., to PHYLLIS ULRIKE RACHZL, daughter of Mr. and Mrs. G. G. WRIGHT, 1, Hatherley-road, Kew Gardens.

DEATHS.

ANDERSON.-On January 2, at a nursing home in London, GAVIN RODGER ANDERSON, late of the Chartered Bank of India, Australia and China, aged 51.

JOSEPH.-On February 3, at his residence, 10, Route Potier, Shanghai, J. M. JOSEPH.

KRUSE.-On February 5, at the General Hospital, Shanghai, Mr. C. P. KRUSE, a Danish subject.

MALCHENKO.-On February 6, at the General Hospital, Shanghai, ALEXANDER MICHAILOVITCH MALCHENKO, aged 33, of the Chinese Maritime Customs.

PRATT BARLOW.-On January 3, at Forbes Fraser Hospital, Bath, ETHEL, wife of the late GEORGE PRATT BARLOW, Sarawak Civil Service.

STENROOSE.-On January 5, at Harrold, Tring, JOHN STENROOSE (late of Shanghai).

Editorial and Business Offices: 11, Ice House Street, Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 31, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 12, 1930.

PARITY-AND A PARADOX.

THERE is an impression arising in some quarters that the Naval Conference now sitting in London will result in an increase of armaments rather than a decrease. Mr. MacDonald's statement in the House of Commons (reported in a cable appearing elsewhere) should have a reassuring effect upon those who have such doubts. The Prime Minister declares progress is being made all along the line, and while it may not be easy for outsiders to observe the movement, we must accept Mr. MacDonald's word for it that agreement is drawing nearer. Possibly within a few days we shall have better news from Paris and Tokyo regarding the reaction of France and Japan to recent Anglo-American suggestions. Meanwhile there is another nation which, although not represented at the conference, is vitally concerned in the London proceedings. German commentators have been not only sceptical as to the prospects of real naval reduction at the conference, but make no secret of their fear that an effort may be undertaken to make Germany the "culprit" if the negotiations in London are unsuccessful. The general misgivings are due to the popular German belief that French, Italian and Japanese demands at the conference will thwart the fulfilment of its aims.

Nevertheless, Germany is certainly a well-wisher of the conference, and Germany wants disarmament, and emphasises that the big powers are pledged to disarm by the Versailles Treaty, now that Germany has scrapped its former war-machine, and the vast majority of Germans sincerely hope that London will bring the world nearer to that goal. The years of deadlock in the Geneva disarmament negotiations have led Germany heavily to discount the prospects of real armament reduction. In private conversations, Government officials, and

naval experts have frankly expressed the opinion that the London parity will prove to be an armament, not a disarmament conference. This is by no means Germany's hope, but its fear. For the Germans, bound by the Versailles limitations, and financially unable to enter a naval armament race even if treaty obligations did not forbid, have a potent interest in perpetuating peace. There are few countries in which military and naval expenditures, provided by annual budgets, encounter such firm and unfriendly criticism as in Germany. But the failure of all efforts to bring the armies and navies of other big Powers down to anything approaching the German size has created a growing sentiment in favour of a "javeling process" by which the discrepancy between Germany's small fighting forces and the big military machines of the Five Powers shall be reduced. "If the others are not ready to lower their army and navy standards to something approaching Germany's strength," say German military men, "then the Germans should be allowed to increase their forces."

That Germany may be made the scapegoat of the London conference, in case of failure to attain substantial naval reduction, is a fear commonly expressed among German students of the situation. At first the idea that the blame possibly could be shifted to Germany, which has not even an observer at the conference, may appear far-fetched and absurd. "How could the Germans conceivably be held responsible for the outcome of a naval conference which they are not invited to attend?" is the natural question. The answer is the new German 10,000-ton armoured cruiser, the Ersatz Preussen, or, as it is known in the French Press, "the mystery warship." The new cruiser also known as "the vest-pocket battleship," to be completed in 1932, is undoubtedly the most efficient fighting craft of its size ever built. With a speed of 28 knots, a cruising radius of 6,250 miles, eight 6-inch and six 11.2-inch guns, besides several smaller anti-aircraft guns, the Ersatz Preussen will be a formidable weapon. Its construction has provoked signs of uneasiness in the French Chamber, caused alarmist political outbursts in Poland, and even led the United States unofficially to suggest that the appearance of this novel German vessel is likely to upset the calculations of the five Powers at the 1921 Washington Naval Conference.

It is anticipated in Berlin that France will try to use the new German cruiser as an argument against any reduction of the French Navy. By such a manoeuvre, it is said, France might easily attempt to place upon Germany shoulders the responsibility for a negative outcome of the London discussions. The world may then witness the grim comedy in which a largely disarmed Germany would be declared guilty of preventing the big military and naval Powers from disarming. The German declare that the "mystery warship" scare is based upon a false classification of the Ersatz Preussen. To Germany the Ersatz Preussen is a capital ship, although its tonnage would classify it as a light cruiser among the big Powers' navies. The capital ships of the five Powers are two to three-and-a-half times superior to the new German cruiser in size and fighting power, the Germans say. "It is misleading," a German naval expert told the United Press, "if the Ersatz Preussen is compared to 10,000-ton vessels of the Powers which signed the Washington Agreement, because this warship—as the only armoured cruiser in the whole German Navy—has functions differing completely from those of light cruisers belonging to the other Powers. This cruiser is to us what capital ships are to other nations."

Our new armoured cruiser, he says, the trail towards disarmament, because it shows that we can nowadays build effective, seaworthy fighting craft with much less money than is commonly used. We have set an example to the other Powers in decreasing naval expenditure by reducing the size of vessels."

It is admitted, of course, that the artillery strength of the Ersatz Preussen is superior to that of light cruisers among the five big navies; but while the German vessel's speed is 28 knots, all the light cruisers constructed by the five Powers since 1921 have a speed of 29 knots or more. The Ersatz Preussen is built strictly within the provisions of the Versailles Treaty, and German ingenuity had to overcome severe handicaps in order to achieve this result. Since Germany is now said to be a disturbing factor in the movement to limit armaments—owing to the new cruiser—Germans have ironically suggested that their country be invited to sign the coming London Agreement, which would then supersede the conditions imposed upon Germany at the Versailles Conference. The Versailles conditions allow Germany a navy with a total fighting force of six 10,000-ton armoured ships, six 6,000-ton light cruisers, twelve destroyers of 800 tons, each and twelve 300-ton torpedo boats. The Germans frankly declare that if the London conference were to limit all other navies to this size, then the Ersatz Preussen might become a real obstacle to disarmament. But until such universal limitation is a fact, it is argued, they cannot heed the hue and cry about their

News and Views.

The "Christian General," Feng Yu Haiang, has been taken ill at Taiyuan.

Owing to pressure upon our space, "Wryneck's" contribution on golf is unavoidably held over until to-morrow.

There will be a lantern lecture on Tuesday, February 18, at 5.30 p.m. given by Dr. A. R. Wellington on "The Life History of a Mosquito."

A section of the rails on the Western Lunghai Railway was blown up on the evening of February 8, and since then, railway service there has been suspended.

We are asked to mention that Professor D. K. Karve is staying with Mr. E. T. Melwani, manager of Messrs. Poonmull Bros., during his stay in Hong Kong.

Sir James Crichton-Browne, who, at ninety, is publishing his reminiscences, has a number of favourite proverbs in his pages, one from the Chinese being: "If you have two loaves of bread, sell one and buy a lily."

In the New Year promotions list Commander H. J. Murphy is the only officer promoted from the lower deck who has qualified at the staff course, and for two years he has been Intelligence Officer on the staff of the Admiral in China.

The representative of the Belgian Government in Nanking has told Dr. C. T. Wang, the Foreign Minister, that the Belgian Minister will leave Peking next week for Nanking to open negotiations regarding the Sino-Belgian Treaty.

The late Mr. Herbert Henry Girardet (45), of Stanley House, Stanley Road, Hoiyake, Cheshire, formerly of Shanghai, cotton merchant, of Messrs. Reiss Bros., of Cotton Exchange Buildings, Liverpool, left £27,411 (net personality £291).

Over 40 lepers were recently executed in Nanking in the North-eastern part of Kwangtung, following the discovery that some of them had been acting as spies for the Communists and other outlaws. They were at once rounded up and shot on the spot.

Nog Wan, 40 a fireman on the Blue Funnel steamer Ajax, was fined £3 and three guineas costs at Liverpool last month for being in the unlawful possession of eleven packets of prepared opium. Nog Wan said that he took one packet a week in water for his health.

Vice-Admiral G. A. Primrose, retired, who died on January 8 at his home at Weybridge, at the age of 80, had over 40 years on the active list. He entered the Royal Navy in March, 1863, and after a commission in China in the gun-vessel, Elk he was promoted to lieutenant.

Commander W. R. Richardson, from the Senior Officers' Technical Course, has been appointed to command H.M. sloop Godetia, which returned to Sheerness last month after a spell on the northern fishing grounds. Commander Richardson was in command of L3, on the China Station, in 1927.

The trial of two Chinese in connection with the piratical attack on the s.s. Haiching will take place at the present month's Criminal Sessions, which, it is understood, will begin next Monday morning. Murder of Mr. F. K. Woodward and an Indian guard named Khali Singh as well as attempted piracy will be charged included in the indictment.

Of the thousand or more idols the Bureau of Social Affairs in Canton forcibly took away from street corners and niches in the city and carried back to the Bureau, about 150 were given yesterday to the History of Folk Lore Department at Sun Yat Sen University. A lot of these confiscated idols was given to the Canton Municipal Museum of Kuan Yin Hill.

The French cruiser, Waldeck Rousseau, flying the flag of Rear-Admiral Mouget, arrived here yesterday from Swatow. The usual salutes were exchanged and Admiral Mouget, accompanied by his Flag Lieutenant, made a formal landing at Queen's Pier shortly before 10 a.m. He paid a visit to H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern) which was returned later in the day.

The departure of H.M.S. Vindictive on a troopship voyage to China has been postponed until about February 28. The ship, which joined the North Reserve on December 31 on relief in the Atlantic Fleet by the Hawkins, will call at Portsmouth and Devonport to pick up recruits. She will proceed to Hong Kong to carry out relief there, and will then go on to Shanghai and up the Yangtze as soon as there is sufficient water in the river. The relief of the crew of the surveying ship Iroquois will be effected at Singapore on the return journey.

It is announced that the marriage arranged between Capt. Geoffrey Fielden and Miss Jean Anderson will not take place. The engagement was announced in November last. Capt. Fielden, of the 7th Hussars, is the youngest son of Mr. E. B. Fielden, M.P. for the Exchange Division of Manchester, and Miss Anderson is the second daughter of Mr. and Mrs. Frederick Anderson, of Standen Manor, Hungerford (Berks).

The English Singers.

Mr. A. Strok has arrived in the Colony from Shanghai by the President Lincoln in advance of the English Singers, of London, who will commence a short season in Hong Kong on Friday night at the Theatre Royal.

Mr. Strok reports the astounding success of the English Singers in Japan and Shanghai. The Singers, three ladies and three gentlemen, completely captivated Japanese audiences, and in Shanghai succeeded in playing to four packed houses. Their revivals of music of the Elizabethan age has created widespread interest wherever they have appeared. In Japan the English Singers were described by the Press as the greatest musical ambassadors of England ever to tour there. Confirming Mr. Strok's accounts a perusal of recent reports in the Shanghai papers regarding the appearances of the English Singers lead us to expect that Hong Kong is shortly to enjoy one of the most enjoyable feasts of singing ever given in the Colony.

Prescriptions, and Patriotism. To most laymen the average doctor's prescription is a document of rather impressive mystery. The patient has but a hazy idea of what it means, but he knows that the doctor has been certified by authority to be competent to put healing into hieroglyphics, and surrenders from pain into symbols. Further, the chemist is also certified to be competent to translate and compound. To few would it occur (says the N.C. Daily News) that doctors of any nationality would be called upon to show their patriotism when writing their prescriptions. But the production of innations, and departures from the generally accepted rules, have become a characteristic of new China, and it is, therefore, without much surprise that one learns that the Executive Committee of the local Kuomintang passed the following resolution: "That the Central Kuomintang at Nanking be requested to order all Chinese foreign style medical practitioners in the country to write prescriptions in Chinese so as to uphold national dignity." The world owes some gratitude to men who are able to present it with what might be called a new angle of vision, and perhaps we should be thankful for the invitation to consider our doctors upholding national dignity when they prescribe for a sick headache. But it would be interesting to know the dignity of which particular nation they are upholding when they give a prescription with H 2 O and a few similar symbols in it.

Looking Back 25 Years.

At the police-court on Saturday morning last, before Mr. H. E. J. Gompertz, the master of the steamer Emma Luyken was charged by Inspector Langley with clearing from this port for Singapore without having two certified engineers on board, which was required, under the Merchant Shipping Act, of any vessel holding a passenger certificate. Defendant admitted the charge, stating that while in port he dismissed one of his engineers for drinking. His Worship did not consider this as an excuse, and inflicted a fine of \$250.—Hong Kong Daily Press, February 13, 1905.

Looking Back 50 Years.

An ordinary general meeting of the shareholders in the Hong Kong and China Bakery Company, Ltd., was held at Messrs. Lane, Crawford & Co.'s, the general managers, yesterday afternoon. An extraordinary meeting was afterwards held to consider a proposed alteration in the Articles of Association. The Chairman said it was proposed to alter the Articles of Association so as to do away with bonus altogether, because, as a matter of fact, the bonus was now divided very unfairly, although very much to the advantage of the General Managers; although they were not the largest shareholders. The practical effect of the change would be to take away all mention of bonus and divide the profit as the general meeting should direct according to the number of shares held by each. Mr. Bereton said it was for the advantage of the shareholders, and it was very generous of the General Managers to propose the alteration. The Chairman said it was only fair. Mr. Bereton said it was only fair. It was never thought at the time the largest contributors would be Messrs. Lane, Crawford & Co. themselves; in fact, when the company was started it was not in their hands at all. Mr. Erdmann proposed a vote of thanks to the General Managers, especially for the way which they had just proposed an alteration in the Articles of Association by which the shareholders would derive much greater benefit than hitherto.—Hong Kong Daily Press, February 13, 1880.

CASE AGAINST SUBMARINES.

FOR OFFENCE NOT DEFENCE.

BRITAIN AND AMERICA IN AGREEMENT.

At the Plenary Session of the Naval Conference yesterday, Mr. A. V. Alexander, First Lord of the Admiralty, and Mr. Stimson, the American delegate, in striking speeches, advocated the abolition of submarines. Mr. Alexander stated that Britain was unreservedly prepared to surrender such defensive protection as submarines afforded.

LOSS OF LIFE IN PEACE TIME.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 11.

At the plenary session of the Naval Conference the room was packed for the debate on submarines. Mr. Ramsay MacDonald at the outset announced that the expert sub-committee dealing with global and category tonnage had completed its work and appearances pointed to an early plenary meeting on the matter.

Mr. A. V. Alexander, First Lord of the Admiralty, opened the discussion on submarines. He said that British experience in war time showed that submarines were valueless in coastal defence. They were largely used for offensive purposes and commerce raiding. Britain needed defensive vessels more than any Power, but was prepared unreservedly to surrender such protection as submarines afforded.

Attacks on Merchantmen.
Mr. Alexander said that the Powers represented at the Conference had built or were building over 400 submarines which were most expensive. Their abolition would enormously reduce armament expenditure and would indirectly economise in the provision of destroyers and anti-submarine units.

Dwelling on the loss of life by submarines in peace time, he said that since 1918, 570 men had perished in submarine disasters.

If the Conference failed to agree to abolition, Britain would endeavour to limit the size and numbers, would propose the most definite conditions to prevent their employment as commerce destroyers, and would seek to revive the Washington (1922) Agreement, regulating submarine attacks on merchantmen.

Abuses During Great War.

Mr. Stimson, the American delegate, said that years of reflection had crystallized the world wide conviction that the inhumane use of submarines should cease. The time had come to deal frankly with the question. The argument that the submarine was purely a defensive weapon was difficult to reconcile with the offensive use made by it. The great distances from home ports argument and its cheapness were discussed by the fact that ton for ton it was three or four times more costly than the largest warships.

He said for this Conference to sanction a weapon, whose abuses were directly responsible for bringing the Western world into the greatest European war in history, would be a travesty of the purposes for which it had met.

Proposal by France.

London, Feb. 11.
M. Leygues, France, lengthily argued that the submarine was a warship like any other, and asked whether it must disappear because of the disturbed habits of trade zones for surface ships, the French Government opined that unrestricted submarine warfare against trade should be outlawed, but the right to visit, search and seizure should be exercised similarly to surface ships. France was ready to pledge herself by treaty relying confidently on the discipline of her sailors. M. Leygues concluded, France cannot accept abolition but is ready to concur with International Agreement regulating the use of submarines, therefore he moved, "A Committee shall be appointed to prepare an agreement forbidding submarines to act towards merchant ships otherwise than strict conformity to the rules at present, and in future to be observed by surface ships."

Mr. Grandi, Italy, asked whether it was impossible to find a solution covering, on one hand, the abolition of the submarine and leading on the other hand to the substantial reduction of armaments, simultaneously providing the abolition of capital ships.

Italy kept an open mind on the subject of the abolition of submarines and shared the view that, at the present stage, the problem of discussion on the abolition of submarines will be of interest to

disarmament, she did not object to, in principle, the abolition of submarines if all Naval Powers concurred therein.

Mr. MacDonald in closing the session said that one of the most delightful features had been that when delegates differed they nevertheless were most friendly.

America's Three Questions.

LONDON, February 11.

Admiral Takarabe, Japan, emphasised the need Japan had, with widely scattered islands, for a comparatively inexpensive defensive weapon like the submarine, but Japan heartily supports the proposal to outlaw "illegitimate use of legitimate and defensive agency in war."

On Mr. Ramsay MacDonald's suggestion Mr. Leygues's resolution and another, of wider scope, submitted by the American Delegation were remitted to the First Committee. The Conference adjourned after two hours.

The American resolution calls for the study of the report by the Committee of three questions, firstly, abolition of submarines; secondly, regulation of the use of submarines in war time; and thirdly, regulation of a unit size of under sea craft.

Mr. Read, America, submitted a second resolution regarding the regulation of the use of the submarine through subjecting it to the rules of war governing the use of surface craft.

Before the close of the conference the dominion delegates formally accepted the British proposal regarding submarines.

All delegates are in a more harmonious frame of mind than when they started.

Premier Optimistic.

[THROUGH REUTER'S AGENCY.]

LONDON, February 10.

In the House of Commons Mr. Ramsay MacDonald, in the course of a statement on the Naval Conference, said that progress was being made all along the line. "We are nearing agreement on the difficult question relating to the method of limitation of naval armaments, which for years has been a stumbling block to the progress of the preparatory commission of the League of Nations."

He stated that we were engaged in frank discussion with the other delegations in regard to the equilibrium of naval strengths to be established between the Powers, in which connection he had every hope that we should ultimately reach agreement.

Details Discussed.

[BRITISH WIRELESS SERVICE.]

Rugby, February 10.

The Prime Minister, at the invitation of Mr. Baldwin, made a short statement in the House of Commons this evening on the progress of the Naval Conference. He said that when the Conference met, some important preparatory work had still to be done. The delegations had exchanged views before it was desirable to publish the programme. The Conference had now reached a stage where the delegations were discussing the details of their requirements. The British Government had therefore prepared a Memorandum, indicating the policy which had actuated them in these negotiations up till now. This document, which had been since discussed with the Dominion delegations at the Conference, and generally approved by them, and now available as a White Paper.

A summary of the memorandum had been issued to the Press as a result of the issue of a communication giving in some detail the views advanced by the United States delegation, and he decided not to withhold the statement of the British view until to-day.

He wished to make it quite clear that this Memorandum, which indicated their policy, had not been drawn up in agreement with any other delegation. The Prime Minister added, "At this stage of the proceedings it is difficult for me to give the House any details of the present state of the negotiations. But I can say with confidence that progress is being made all along the line."

KENT AIR CRASH.

PLUCKY PASSENGER.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 9.

Two of the victims of the air-liner disaster, Mr. and Mrs. Hodge, both of London, were killed, whilst Mr. Hugh Curzon, of Hull, was injured. Curzon, in spite of his injuries, worked manfully, dragging out his companions from the blazing wreckage until he collapsed and became unconscious.

Honeymoon Couple Killed.

LONDON, Feb. 11.

Mr. and Mrs. Hodge, who were killed in the Marden air crash, were married at Sheerness only five days ago and were returning from their honeymoon which was spent in Paris.

Mr. Hodge, aged twenty-eight, was a naval schoolmaster; his wife was twenty-one.

JAPANESE AMBASSADOR HONOURED.

[THROUGH REUTER'S AGENCY.]

PARIS, Feb. 10.

Baron Adachi, the Japanese Ambassador to France, visited President Doumergue to-day to bid him farewell. Baron Adachi is soon leaving Paris.

President Doumergue conferred the Grand Cross of the Legion of Honour upon the Japanese Ambassador, who has done invaluable work in connection with the League of Nations during his term of office in Paris.

DRUG TRAFFIC IN PHILIPPINES.

[THROUGH REUTER'S AGENCY.]

GENEVA, Feb. 10.

To-day's session of the Opium Commission of the League of Nations concerned itself with the report of the United States Government on the opium traffic in the Philippine Islands for the period 1927-28.

Sir John Campbell, the delegate of the Government of India, said that the system of absolute prohibition had not produced the expected results. Despite prohibition the quantity of opium coming from China was still increasing.

Sir Malcolm Delevingne, Britain, drew attention to the high figures in the report in respect of morphine. It showed a supply of 567 kilos.

Mr. Caldwell, the American observer, requested supplementary information regarding the figures quoted by Sir John Campbell.

SOVIET LEGATION RAIDED BY POLICE.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, Feb. 9.

M. Makar, the Soviet Minister, leaving for Russia, in consequence of the recent rupture in diplomatic relations, was held up at Vera Cruz by the Police, who broke the diplomatic seals of his trunks and extracted papers. Simultaneously secret service men raided the Soviet Legation in Mexico City, ransacked Makar's papers and questioned his servants, one of whom was arrested.

MORE REVELATIONS OF LOBBYING.

[United Press.]

WASHINGTON, Feb. 5.

A report by the Senate sub-committee on activities of Washington lobbyists stated to-day that the National Council of American Importers and Traders expended large sums during the course of the recent tariff fight in seeking low tariffs, contrary to the practice of most of the lobbyists who have been under investigation.

Testimony showed conclusively, according to the sub-committee, that the organization has maintained a lobby during the last year and also in 1921 and 1922.

"Its interest," said the report, "was chiefly in the maintaining of foreign valuations and preventing an increase in tariffs."

The organization was particularly successful in employing men who were formerly connected with the Customs and other branches of Government service.

It had a fund last year of upwards of \$40,000.

The committee also reported that Mr. Samuel Kridel, chairman of the SIK Defense Committee, spent \$18,000 in 1922 to keep a low tariff on silk. He expected to spend the same amount in the present fight.

KWANGSI CAMPAIGN

EVACUATION OF KOCHOW DENIED.

FLANKING MOVEMENT BY "IRONSIDES."

[FROM A SPECIAL CORRESPONDENT.]

CANTON, Feb. 11.

The officially reported evacuation of Kochow by the "Ironsides" is denied by a report elicited from independent sources. It says that the alleged evacuation of that city by the "Ironsides" is based on the fact that wireless communication between Canton and Kochow was restored on Monday and therefore it was supposed that there were no more enemy troops within that city.

According to the latest report the "Ironsides" are still retaining Kochow as their base of activities. As far as can be ascertained, a part of the "Ironsides" who have reached Sunyi, to the north of Kochow, as previously reported, have not made a further move, and it is believed that they are still awaiting the arrival of the Kwangsi troops.

Another column of the "Ironsides" is effecting a flanking movement in the direction of the East, with the object of forcing their way into the Sze Yap districts. The surrounding districts of Young Kiang have already been in the hands of local bandits, and it is thought that the "Ironsides" will not have difficulty in occupying it in the near future.

As regards the position of the Cantonese forces, they seem to have taken a defensive position.

CHIANG KAI SHEK'S VISIT.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Feb. 11.

It is learned from official sources that Marshal Chiang Kai Shek will leave for Canton as soon as Mr. Koo Ying Pan, a high official of the Nanking Government, gets back to Nanking. Mr. Koo left Canton for Hong Kong yesterday on his way back to the North. It is therefore probable that the Nanking Marshal will arrive in Canton by the early part of the next week.

SULTANS QUARREL IN SUMATRA.

LIGHT CUT OFF AT WEDDING FEAST.

Medan.—The inhabitants of Tandjong Poera (on the East Coast of Sumatra) witnessed last month the marriage of Syarif Husein Abdul Djail Sjaifuddin, Sultan of Siak, to the daughter of Tengko Pangeran Embong of Langkat, the sister of his late consort.

It was a remarkable marriage, writes a *Strait Times* correspondent, and I shall never forget the strange impression I received, when I was introduced to the bridegroom, the Sultan of Siak, who appeared to be extremely worried.

Later I understood the reason for his distress—a bitter controversy had arisen over his marriage, between the Sultan of Siak and the Sultan of Langkat, the latter the uncle of the bride and a very rich and powerful man on the East Coast of Sumatra.

I wondered at the time why only gasoline lamps were burning while everywhere in the palace electric lamps could be seen, but it was later revealed that the Sultan of Langkat had ordered the supply of current to be cut off, because the power station is his property.

A Question of Prestige.

One of the princes told me that the differences had arisen over a question of prestige. The Sultan of Langkat is of the opinion that the Sultan of Siak must visit him first, and the Sultan of Siak declines, because his "empire" is older than that of Langkat. The Dutch Government's officials when they came here first, some sixty years ago, negotiated only with the Sultan of Siak.

At the feast there were only a few distinguished guests. The Sultan of Langkat had given notice to his officials and other people that if they participated in the festival, they would no longer be received at his Court. There was not even a priest in Tandjong Poera, who would officiate at the marriage, and the Sultan of Siak had to employ his own teacher of religion. There were no Dutch officials but this was because the feast was not of an official nature.

The Sultan has a political treaty with the Dutch Government, that they will live in peace and friendship together, and one of the princes told me, that this means a breach of the treaty.

CANTON SATISFIED.

KWANGSI REBELS HARD PRESSED?

According to the vernacular Press, Cantonese troops in the West River section are preparing a drive on Pingnam, to the west of Sunchow. Twenty thousand troops under Tsoi Ting Kai and Heung Hon Ping are at Mongkiang, and their first objective will be Pingnam and then Sunchow. Troops are also being sent to Watlam and Lukchuen in South of Kwangsi. Pingnam is now held by 5,000 Kwangsi troops under Yang Teng Fai and Mong Chi.

The districts to the south of Tenghsien are also in the hands of Kwangsi troops. Sharp fighting with Cantonese troops took place at Yang Mui-Hui on Saturday during which a Canton aeroplane, sent from Wuchow, dropped down over ten bombs weighing 150 pounds each and inflicting heavy casualties. The Kwangsi men were forced to withdraw to Yunghsien. Many rifles and large quantities of military supplies were captured. This report is corroborated by a telegram from the Canton Aviation Department from Aviator Wong Kong Yu.

PLANS FOR BIAS BAY.

ADMIRAL CHEN CHAK'S STATEMENT.

In an interview with Press representatives in Canton, Admiral Chen Chak said that he viewed the military situation with optimism. The "Ironsides" and Kwangsi troops are not working amicably, their numbers are reduced and they are short of supplies. The remnants of the "rebels" in Kweilin and Liuchow have been withdrawing towards south-western Hunan. The raid into Southern Kwangtung was entirely with the object of getting what they could from that district. The "rebels" are scattering and it will now be easy for the Cantonese troops to suppress them. Naval headquarters have dispatched four gunboats, the Kwong Kam, On Pak, Hoi Fu and Ping Nam to co-operate with the troops in Southern Kwangtung. Admiral Chen added that he expected to proceed to Wuchow in the course of the next few days.

Questioned as to the suppression of piracy at Bias Bay, the Admiral said that as soon as the military situation is settled, stringent campaign against Bias Bay will be undertaken and preparations have been started. The Canton naval authorities are determined to put down piracy and the measures at Bias Bay will include the building of barracks and observation posts.

CHOP! CHOP!

MAGISTRATE'S ORDERS TO OPIUM GROWERS.

A report from Swatow states that many farmers in Kityang, to the north of Swatow are still cultivating the opium poppy. In the past, the authorities there made no effort to prohibit the crop as a large part of the revenue was derived from levies on the growers.

Recently, the district magistrate was instructed by the Canton Government to put an end to poppy cultivation and the official in question issued a notice instructing the growers to stop business in three days, adding that those who disobeyed the order would be severely dealt with. But most of the growers turned a deaf ear and they were then fined an amount in proportion to the quantity of poppy grown.

Acting upon instructions from Canton, the magistrate has again issued a notification that the cultivation must be stopped before the 15th inst., and that those ignoring the order will be sentenced to death and the land on which the poppy was cultivated would be confiscated.

It is very doubtful whether this severe order will be actually put into execution.

BRITISH TROOPS IN INDIA.

NO CHANGE IN NUMBER CONTEMPLATED.

[BRITISH WIRELESS SERVICE.]

BOMBAY, Feb. 9.

In the House of Commons at question time, Capt. Wedgwood Benn said that apart from small fluctuations, due to seasonal movements, no change in the number of British troops in India had recently been made or was at present contemplated.

Asked if he was satisfied that the British troops at present in India were sufficient to keep peace and order in view of the recent political disturbances, Capt. Benn said, "In all these circumstances we act under advice, and I am satisfied that the advice is good."

CONFLICT IN NORTH THREATENED.

SECRET MOVEMENTS AGAINST NANKING.

MARSHAL CHIANG'S VISIT POSTPONED.

[FROM A SPECIAL CORRESPONDENT.]

SHANGHAI, Feb. 11.

Considerable military movements are again evident along the South-eastern section of the Tientsin-Pukow Railway, following the action taken by Generals Shih Yu San and Han Fu Chu to interrupt the communications along the Lunghai Railway.

These two ex-Kuomintang generals have long been regarded as being doubtful in their attitude towards the Nanking Government. Their previous actions against Nanking were alleged to have been connived at by Marshal Yen Hsi Shan, who has never acknowledged Marshal Chiang Kai Shek as his superior, although, in the past, he frequently declared his support or allegiance to the Nanking Government. It is reported that this time they have General Ma Hung Kui on their side to take common action against Nanking.

Traffic on the railway has been completely suspended since Sunday night. A reliable report alleges that the explosion of the ammunition depot in Nanking is connected with the "rebels' anti-Nanking plot.

Marshal Yen Hsi Shan is holding urgent meetings with his subordinates at Taiyuanfu, the capital of Shansi. Meanwhile secret negotiations between Yen Hsi Shan and Chang Hsueh Liang for a Mukden-Shansi alliance are reported. It is pointed out that the Mukden-Shansi alliance proposal was made by Marshal Yen to Marshal Chang. He has sent a delegate, Mr. Chow Lu, to Mukden for this purpose.

Another Report.

NANKING, Feb. 11.

Rumours are rife here that there are signs of another revolt against the Nanking Government by the two "doubtful generals," Shih Yu San and Han Fu Chu. The rolling stock running between Chengchow and Kaifeng has been detained by their troops, causing much anxiety to the Central Government. On this account, Chiang Kai Shek has cancelled his proposed trip to Canton.

RUSSIA BUYS CHINESE TEA.

(Wah Ts: Yat Pao.)

SHANGHAI, Feb. 11.

Since the resumption of the shipping facilities between China and Russia, Russian merchants have purchased 12,000 tons of Chinese tea. More orders are being booked. There are, however, no Chinese nationals proceeding to Russia, as no protection is afforded to them in that country.

MENDING THE ATLANTIC CABLES.

A GREAT TASK IN TERRIBLE WEATHER.

The London manager of the Commercial Cable Company recently received news that the first of three cables broken in the great submarine upheaval which followed the earthquake of November 13 and altered the level of the Atlantic floor has been reconnected after most arduous labour. The cables were broken in the earthquake, and throughout December seven or eight ships have been engaged in terrible weather searching for them. Six hundred men were engaged in the task.

Describing to a reporter the work on his company's cables, the manager said that time after time when a broken end of the reconnected cable was found it snapped when it was raised to the surface. Then the work had to begin all over again. At other times it was not possible to do more than fix the recovered ends to buoys, owing to heavy seas and fresh storms springing up. Seven times the cable was dragged up from the sea bed and dropped again before it was possible to reconnect the broken ends. This was done by inserting 40 miles of fresh cable in the gap.

Some of the cables which have to be repaired have been shifted by the submarine disturbance from their normal positions and covered with tons of mud and rock.

SOVIET TRADE.

ORGANISING IMPORTS AND EXPORTS.

SPECIAL DEPARTMENT FOR THE EAST.

[THROUGH REUTER'S AGENCY.]

Moscow, Feb. 11.

The Soviet Trade Commissariat is being re-organized, and a special export department is being created to handle all foreign trade. Fourteen departments are to be established for the export of oil, coal, matches, etc.; ten departments are to be created to deal with imports, while the entire Eastern trade is to be handled by a special department.

Imported articles for consumption are to be dealt with entirely by the Central Co-operative Society.

HOMELESS MEN HOAXED.

BRONZED MAN'S PROMISE.

Twelve men who are "down and out" had their hopes raised recently as they rested in the friendly shelter of the crypt at St. Martin's in the Fields.

An unknown man promised them money wherewith to celebrate Christmas. They awaited his arrival eagerly and then, as the day wore on, found that they were the victims of a cruel hoax.

Occasionally some one better dressed is seen in the crypt, such as a City clerk who has missed his last train. It was with no surprise, therefore, that in the early hours a man who had "tramped from South Wales" saw a smartly dressed man of military appearance and bronzed face talking to the policeman on duty inside the entrance.

Well-Dressed Stranger.

But he was surprised when the well-dressed stranger approached him and asked to hear his troubles, and then, having heard them, offered the other the price of a meal, and some more money later in the day to tide him over Christmas.

The man from Wales, as he afterwards said, to a reporter, was taken aback a little by this unexpected generosity, and inquired of his benefactor the reason for his generosity. And this is what he was told.

"I am very rich. My brother and I spent some years in South Africa prospecting, and we were singularly fortunate."

"I was engaged to a charming girl at the time, but she threw me over, and life has ceased to hold the same interest. Therefore I decided to share my money with those less fortunate in life."

"You say you feel hopeless. Let me be your hope. How will I help?"

Meet Me To-morrow.

The man from Wales stammered his thanks and said he would be able to send the price of a Christmas dinner to his wife and a toy for his child, whereupon the other exclaimed: "You have a wife and kiddys? Well, I will make it 25. Meet me outside the church to-morrow morning at one o'clock, and I will give you the money."

When the man from Wales, who had bought a meal and the returned to the crypt for sleep, turned up at the church at the appointed time, he was astonished to see a number of men whom he recognised as fellow-victims to the crypt in the early hours, and to learn from them that they, too, were to meet the well-dressed man of military appearance, who had given him his name, and stated that he was staying at a Bloomsbury hotel.

But although they waited an hour, the man did not keep his appointment.

The man from Wales urged them to be patient and volunteered to walk to the hotel to inquire. He did, but the man was not known there.

The heads of the Five Councils of the Central Government have issued a circular to the various National troops. The circular dwells upon the Government's efforts for the peaceful unification of the country. The National troops are warned that soldiers are not the private property of any individual. They should understand that their duty is to struggle for the existence and independence of the country. In accordance with the teachings of Dr. Sun Yat Sen, the Central Government is anxious to bring about peace. Those who revolt by military force are the enemies of the people, and the Government can not help but suppress them.

Sports News

H.K.C.C. TENNIS TOURNAMENT.

YESTERDAY'S MATCHES.

Despite the drizzle yesterday, which affected ground conditions, the programme of matches was carried through at the Hong Kong Cricket Club.

Open Doubles.

The Lo Brothers had little difficulty in eliminating L. Forster and Dr. Montgomery from the Open Doubles, winning by 6-4, 6-0, 6-1. The Los were obviously the better pair, and after an even start showed their superiority by running away to lead 5-2, eventually securing the first set at 6-4, afterwards having matters much their own way. M. W. Lo played a dashing game, and was responsible for some smart work, while M. K. Lo was reliable and steady throughout. Their opponents adapted purely defensive tactics. They kept the ball many a time at rallies, but the aggressive tactics of their opponents broke their game up.

Sajiki Qualifies for Second Round.

In the Open Singles, Sajiki and Capt. Etherington finished their uncompleted match of the day before, when the former led by two sets to one. Yesterday he took the fourth set, and thus qualified for the second round. In another match A. H. Johnson, a newcomer, defeated D. S. Green in four sets.

W. A. Stewart and N. M. Currie (res. 1911) received a w.o. from H. V. Parker and A. Morse (owe 1/6) in the Handicap Doubles.

RESULTS.

Yesterday's results follow:—

Open Singles.

A. H. Johnson beat D. S. Green 6-3, 5-7, 6-3.

Y. Sajiki beat Capt. E. C. Etherington 6-0, 6-2, 12-14, 6-3.

Open Doubles.

M. K. Lo and M. W. Lo beat L. Forster and Dr. Montgomery 6-4, 6-0, 6-1.

Club Championship.

E. A. Redmond beat J. Barrow 7-5, 3-6, 6-3.

TO-DAY'S MATCHES.

Open Singles.

H. Y. Ho v. Ng Sze Cheung.
H. D. Ramjahn v. F. A. Redmond.
S. A. Ramjahn v. A. D. Humphreys.

A. L. Sullivan v. Cheng Chi Wing.

Open Doubles.

Luk Ding Chung and Luk Kang Cheung v. F. Y. Khoo and T. K. Lion.

Dr. Col. Wyatt and Dr. L. T. Ride v. F. J. Remedios and H. A. Barrow.

Club Championship.

R. M. Wood v. T. C. Monaghan.
Handicap Singles "A".
D. S. Green (res. 2/6) v. Dr. L. T. Ride (owe 1/6).

Handicap Doubles.

J. H. Collis and V. R. Gordon (res. 4/6) v. D. Ellis and A. M. Black (owe 1/6).

LOCAL FOOTBALL.

To-day at 4.15 p.m. Hong Kong League, Division II: University F.C. v. E.A. Reserves, Bookhampton ground. Referee: Mr. J. Lawrence.

HEAVY-WEIGHT BOXING.

GERMAN KNOCKS OUT DANE.

[REUTERS' AMERICAN SERVICE.]

New York, Feb. 11. The Dane, Knute Hansen, who thrashed Phil Scott in the latter's debut in America in 1927, was knocked out by the German, Ted Sandwina, in 103 seconds after being knocked down six times for various counts.

LIGHT HEAVY-WEIGHT CHAMPIONSHIP.

JIMMY SLATTERY WINS ON POINTS.

[THROUGH REUTER'S AGENCY.]

BUFFALO, Feb. 11. At New York Jimmy Slattery, of Buffalo, won the world's Light Heavy-Weight Championship by out-pointing Louis Cozza, of Buffalo, in a 15-round contest.

The title was recently vacated by Tommy Loughran moving up to the heavy-weight class.

POWERS OF THE H.K.F.A. CHALLENGED.

SUSPENDED CHINESE PLAYS IN MATCH.

ACRIMONIOUS DISCUSSION.

A lengthy discussion took place at the monthly Council meeting of the Hong Kong Football Association yesterday, in the course of which, the matches recently promoted by the China Athletic Federation were recalled.

The discussion arose regarding Lai Mau, of South China, who had taken part in a football match, though he had been suspended for one month, on January 18, for misconduct in the senior game with Kowloon. It was urged that by playing in the Inter-Section match he had violated the Association's ruling.

Mr. H. K. Lee, remarking that he would not have spoken had his name not been mentioned, said that in his opinion the Association were at fault in the first place, and went on to explain that the Federation was a governing body for all Chinese sports, one of which was football. He thought the simplest way was to get this body to recognize the Association, but if the Association extended their authority as the governing body for all football in the Colony, he thought this was going too far.

Mr. W. E. Hollands pointed out that the teams were drawn from the Chinese Clubs, and the players themselves knew perfectly well that the man in question could not play while he was under suspension.

Mr. F. T. James said that the Association had no wish to co-operate with the Federation but we must insist that permission first be obtained before a registered player took part in a game.

The Chairman (Mr. R. Hall) suggested that rather than cause a quarrel he should write to the Federation and try to come to a definite understanding. He thought there had been a misunderstanding. The discussion went on as to the right of the Association to control all football played in the Colony, and Mr. Lee asked where the Association got such autocratic powers; if they were in a position to control the activities of the Federation they were entitled to interfere. There was no question of the Federation approaching the Association for permission to play football.

Mr. James said that the Clubs had done a very serious thing in not obtaining permission from the Association to play, and if the rules had to be enforced every player and member concerned should be suspended.

After further discussion, Mr. Hall said that apparently there had been a misunderstanding, and it was eventually decided to write to the Clubs concerned as well as to the Federation, asking for their co-operation in such matters in the future.

Interport Player's Request.

A letter was read from Mr. A. Gusano asking for a souvenir in the form of a blazer bearing the Association's colours, in view of the fact that he had been playing in Interport matches for five consecutive years.

Mr. Hollands said he could say without fear of contradiction that Mr. Gusano was the only man who had played for five consecutive seasons, and he felt that he deserved some recognition.

A discussion ensued, one member strongly opposing any individual distinction being under any circumstances whatever.

After various proposals and amendments, the meeting had to decide between the awarding of badges in addition to the cups or the award of a blazer to every player who had represented the Colony for five seasons. The latter proposal gained favour on a casting vote of the Chairman.

Shield Match Irregularity.

It was brought to the notice of the Council that the Somerset played a senior man against the Navy in the junior Shield replay, the Somerset winning by two goals to one.

After discussing the point, Council ordered a replay of the match on Friday at 4.15 p.m. on the Kowloon ground.

THE CANCELLED AIR-MAIL CONTRACT.

AMERICAN OFFICIALS ASTONISHED.

INTERESTING STATEMENT BY COMPANY'S PRESIDENT.

[United Press.]

New York, Feb. 5. American officials here of China Airways Federal Inc. to-day expressed surprise over a newspaper report that the National Government at Nanking had ordered a "cancellation" of the company's mail and passenger contract.

No confirmation of the report could be obtained and it was pointed out that the Government cannot "cancel" the contract by its own volition, although it might endeavor to repudiate its own part in the contract.

The officials emphasized that the air mail and passenger business in China has been progressing in hopeful fashion.

Interviewed at his office in Shanghai by a N.Y. Daily News representative, Mr. Ernest B. Price, president of the organization, said that his company had received no official notice of such cancellation, nor was the conduct of the Chinese Government in its relations with the China Airways tending to anything that could be construed as leading to the cancellation. Mail was still being received by the route to Hankow and stops en route, tickets for passengers were still being sold by the Government and everything was running as heretofore.

To Carry on as Usual.

Mr. Price scouted the story of the cancellation, and said that his company would carry on as before until the cancellation, if there had been a cancellation, was officially brought to his notice by the Government. He stated further that there was no cancellation clause in the contract between his company and the Chinese Government.

The story of China Airways, Federal Inc., U.S.A., is an interesting one. Much has been said and written about the contract between the two parties and the efforts to have it set aside by several Chinese labour organizations, notably among them the Postal Employees' Union, so that some light thrown on the subject will not be amiss.

The American interests first came to China at the invitation of the Chinese Government. After several weeks spent in preliminary investigation, a contract was drawn up between the China Airways Federal Inc. and the China National Aviation Corporation, a corporation owned by the Chinese Government and managed by officers appointed by the Government.

After due consideration of the contract it was signed on April 17 last by the China National Aviation Corporation and duly ratified, two days later, by the State Council of the Nationalist Government. At that time a copy of the contract was given to each member of the State Council and full publicity was given through the Press to the clauses in the contract.

Purely Operating Company.

To avoid confusion it may be said immediately that the China Airways is purely an operating company maintaining a fleet of aeroplanes for the carrying of passengers, freight and mail over routes to be designated by the Chinese Government. This was the sole purpose of its creation and for this it was bound to fulfil all three duties at a flat rate of U.S. \$1.60 per mile.

Air mail and freight were accepted by the Government and passengers bought their tickets from the Government and none of this revenue accrued to the China Airways. All of it went through the China National Aviation Corporation. The China Airways merely carried what mail freight and passengers were turned over to it by the Government offices, for which it received the aforesaid payment of \$1.60 per mile.

The Government determined what routes should be flown and the programmes and deliveries of the mail and passengers to the hangars of the company. China Airways on the other hand owned and operated the equipment, and paid all the expenses of operating the fleet of ships. At the same time all landing fields and airports were owned by the Government for which the American Company paid a rental fee.

Thus it would be seen that the total cost to the Government was \$1.60 per mile regardless of what was carried. For instance the daily trip to Hankow and back covering 1,032 miles was completed at a cost of U.S. \$1,648, to the Government.

The Chinese Complaint.

The complaint of the Chinese organizations was that this was too great a charge and that the American company had the best part of the bargain. They pointed out that there was not enough revenue from air mail to justify this, nor was the sale of passenger tickets sufficient to make a profit for the Government. Further than that, all the time the equipment was owned by the American company and that China Airways was not training Chinese pilots as they had agreed in the contract.

The China Airways, on the other hand, state that air mail has had precedence over passengers and was more profitable to the Government. They held that air mail was charged for at the rate of \$6 per pound and that on this basis their aeroplanes could carry 900 lb. each way which would give the Government a profit of \$6,900 each round trip based on exchange at \$2.60. They pointed out that the first week the line was in operation they carried 11 lb. of mail but this showed an increase in the sixth week to 1,060 lb. and the increase had been steadily upheld. They contended further that in comparison with the charges made by other aeroplane lines operating in the United States, Canada and Mexico, the charges to the Chinese Government were very reasonable.

Terms as to Payment.

As to the payment of the monies due the China Airways by the Government the contract contained this clause which aimed to give every assistance to the Government until the air line were on a profitable basis: "Until such time as the posts receipts for air mail shall equal or exceed the compensation paid the company for their services under this contract, the Chinese corporation shall pay to the Company in cash on or before the 15th of each month, the total postal mail receipts for the preceding month. For the difference between these receipts and the compensation due the company each month, the Chinese Corporation shall give its promissory note in U.S. dollars maturing in not more than eight years and bearing interest at the rate of eight per cent."

"For the purpose of this contract, the air mail receipts shall be calculated by multiplying the number of pounds of air mail carried by the company by 40 (as the average number of letters per pound), and this multiplied by the air mail rate per letter."

Much to be Said for Company.

Concerning the other clauses of the contract the Company officials contended that much could be said on their side. They pointed out that the contract called for the completion of a round trip each day and that when they started this the Government asked them to stop on Sunday, which they did out of deference.

Finally after holding the ships up for several weeks the Company notified the Government that, beginning on January 5, Sunday flying would start again and though the Government made no answer to this, nevertheless the sale of tickets was stopped for Sunday and no mail was delivered to the aerodromes. However, the company continued on its contracts and the ship made the trip empty.

The contract also called for the Government to lay out proper landing fields at each stop, Shanghai, Nanking, Kiating, and Hankow, which had never been done and which forced the company to bring out amphibian machines which cost twice as much as the ships intended to be used when the contract was drawn up.

By using the smaller machines the profits of the company would be much greater than are those at present obtained using the amphibians.

Mr. Price pointed out that the Government could always go over the contract with the Company with a view to any changes that were mutually agreeable but no such intimation had ever been given him that the contract was not entirely satisfactory.

GERMAN EXPEDITION TO HIMALAYAS.

[REUTERS, Feb. 5.]

The noted German geologist Dr. G. Dyrenfurth will head a new Himalayan expedition which is due to start at the end of February. Its purpose is to ascend the world's second highest peak, the Kanchenjunga, which towers 8,602 metres above sea level. The German expedition which attempted the climb last year had, it will be recalled, to give up the attempt on reaching an altitude of 7,400 metres owing to persistent violent snow storms. Last year's attempt was made from the East while Dr. Dyrenfurth will try to ascend the mountain from the Northwest.

The expedition will include the German Herren Erwin Schneider and H. Hoerlin, and the Briton, Mr. J. Smyth. The party will be accompanied by a number of trained alpine guides. The railroad for the expedition will be Darjeeling, whence the party by two or three weeks' travelling, will reach their base of operations which will be established at an altitude of 5,000 metres. Between this place and the summit it is proposed to establish some five or six temporary bases as the party advances.

Some interesting details of the last Erman expedition recently appeared in our columns.

HOOLIGANS AT THE ALBERT HALL.

DISGRACEFUL SCENES AT A BALL.

The Chelsea Arts Club Ball at the Albert Hall last month broke its fine record of high spirits without rowdiness which it has held since the series began. There are many different versions of what happened when the patently prepared and very pretty school of dances of the eight art schools of London were smashed to pieces before they had been seen by the thousands of revellers at the Albert Hall, who included many famous artists, collectors, and theatrical personages. One correspondent writes on the subject:—

"There was so much confusion added to the usual coloured confusions of a fancy-dress carnival that one could not follow events clearly. But so far as I could see the people who began the smashing were a number of outsiders who had nothing to do with the school displays. The first pageant of the Noah's Ark animals made its circuit without violence, but the second lot were stormed during the progress, and people seized legs and heads and ears of animals, and took them away as souvenirs. The art school who had made these pretty devices tried to protect them, and there was a general melee, and when the next procession came on art students from the former processions came to join in with the idea that their rivals had smashed their show, and they were going to retaliate."

Terrified Girls.

"It was rather distressing, for 'Noah's throw-outs' were comical and ingeniously designed, and the butterflies and birds of other schools were delightful creations on which great care and fancy had been lavished. No doubt everyone was rather ashamed, and many of the girls, I am told, went home at once, much upset by the hooliganism that had ruined the delightful entertainment they had prepared for the usually intelligent and appreciative crowd at the Chelsea Arts Ball. Next year there ought to be some arrangement by which the pageant party can be given in a raffish off space so that the hooligans can be discerned and flung out."

Carnival Costumes.

"It was the more unfortunate because the ball is possibly the most amusing and handsome fancy dress carnival in the world, and it has a setting that grows more romantic every year to our eyes, as its tiers and tiers of lodges crowded with people with fancy costumes and jewels grow more and more like a relic of Balzacian times. They were more elaborate costumes than usual last night, and people altogether were more clothed. Two ladies stood out by their own beauty and that of their costumes. One was a girl dressed as the Queen of Hearts with a long white robe and jewelled headgear, and the other had her head and neck covered with large pearls, and a great oyster-shaped head-gear. The number of elaborately costumed girls, and Indian dresses, was notable, and also the number of very gay ingenious dresses in coloured American cloths. There were very few pierrots, many mid-Victorian costumes, peg-top trousers, flatfish bowlers, and Dundreary whiskers in the men, and peck-pie hats and chignons and bonnets and springs, and check skirts and tartan skirts and crinolines, and a great many fantastic costumes of gold and silver, and only a few female Hamlets and Robin Hoods. One was struck by the number of extremely tall young men, many of them over 6ft. 3in., and by the prevalence of Highland costume. On the other hand, there was one stout full-blooded fellow dressed as the ferocious Duke of Cumberland."

BOOK DEALER SENT TO PRISON.

SOLD COPY OF BANNED LAWRENCE NOVEL.

The manager of a bookshop at Cambridge, Massachusetts, which is virtually a suburb of Boston, has been sentenced to one month's imprisonment, and fined \$100 for selling a copy of D. H. Lawrence's novel, "Lady Chatterley's Lover." The action was instigated by the famous New England Watch and Ward Society, a body of self-appointed censors who are responsible for Boston's famous Index Expurgatorius, that includes more than three-score modern novels. While the society thus has achieved a victory, in another sense it has suffered defeat. The District Attorney, who prosecuted in the case, gave warning that the next time agents of the Watch and Ward Society persuaded a book dealer to order for them a proscribed volume, as was done in this case, he will proceed against them for criminal conspiracy.

A determined effort is now being made in Massachusetts to change the State's obscenity law under which this law now says a book is obscene if a single word in it is obscene. Those who advocate greater freedom are trying to have the book judged on whether it is obscene or not as a whole.

AIRPLANE DROPS ON ANOTHER.

2,000-FT. FALL INTO PACIFIC.

Ten occupants of two airplanes engaged in filming a picture, "Such Men are Dangerous," were killed when the machines crashed into one another at Venice (California) and fell 2,000 feet into the Pacific.

The pilot of one airplane is believed to have been blinded by the sun. His machine fell in a wing-slip directly on top of the other. Then both airplanes plunged downwards, one in flames, into the sea.

The disaster was seen from a third airplane, which was flying with the other two machines. More than 50 speed-boats rushed to the scene when the tragedy was observed, and three bodies were found.

Mr. Kenneth Hawks, husband of Mary Astor, the film star, is one of the dead. He was directing the film.

The other dead were:—Max Gold (assistant director), Capt. Cook (pilot), Lieut. Rouse (pilot), Conrad Wells and George Eastman (head cameramen), Ben Frankel and Otto Jordan (assistant cameramen), Tom Harris and Hank Hobaness (property men).

All the bodies have been recovered.

"A Flaming Mass."

Mr. Roscoe Turner, pilot of the third airplane, said:— "The two machines were flying high above mine, getting into position to 'shoot' a parachute jump when they suddenly crashed. A split second later both machines dived a flaming mass of wreckage into the ocean, sinking immediately."

"Speed boats which were cruising below to pick up the parachutist immediately raced to the scene in a vain attempt to rescue the occupants."

Mr. Kenneth Hawks was an airman during the war, and was the supervisor of the Fox Film Company productions at Hollywood. His wife, Miss Mary Astor, collapsed on receiving news of the disaster. He was the best man at the marriage of his brother William to Miss Bessie Love, the talking-film star, at which Miss Astor was a maid of honour.

"Fell Like Plummets."

No survivor is left to tell what caused the disaster.

Mr. Bert White, a passenger in the third plane, said:— "I was watching the camera planes to tell Jacob Treibwasser, the parachute man who was doubling for the hero, when to jump out. We were flying at a height of 2,500 feet."

"I saw the planes come together. Their wingtips touched, and their bodies telescoped and their bodies and cabins collided. There was the flash of an explosion, and two bodies were hurled out. The flaming planes fell like plummets to the sea."

"No one could have been alive in those planes when they struck the water."

Hoot Gibson, the film cowboy, was watching the filming of the scene from the shore.

"The pilots were flying towards the sun," he said. "I think it must have affected their vision."

The descent of the parachute jumper was to be a sequence in a picture centring around the death of the late Captain Alfred Loewenstein, the Belgian financier, who fell from his private plane while over the English Channel.

The Film Story.

"Such Men are Dangerous" is a modern film story written by Elinor Glyn. It has nothing to do with the stage play with the same title.

The principal actor in the film is Warner Baxter, the hero of "Old Arizona" and "Romance of the Rio Grande."

\$20,000 PRIZE FOR SAFEST PLANE.

WON BY AMERICAN FIRM.

The first prize of \$20,000 in the International Safe Aircraft Competition, organised by the Daniel Guggenheim Fund for the Promotion of Aeronautics, for the machine demonstrating the greatest advance in aerodynamic safety without loss of efficiency, has been awarded to the entry of the Curtiss Aeroplane and Motor Company, of the United States.

The Handley-Page entry, which was the only entry from Great Britain, passed the majority of the qualifying tests, according to the official statement of the Committee of the Fund, but failed to obtain the minimum gliding speed of 38 miles per hour, as required by the rules of the competition.

The best result obtained by the Handley-Page entry in this test was 37.7 miles per hour. In the various conditions of "trim" and "rig" that were tried with the Handley-Page entry, reasonable doubt existed, says the statement, as to its exact compliance with the requirements and rules under (Continued at foot of next column).

INTIMATIONS.

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THE TIME FOR BLANKETS

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"general stability" and "recovery from violent disturbances."

Twenty-seven manufacturers entered 'planes, but only 13 presented 'machines at Mitchell Field, Long Island, for testing, and the Curtiss was the only entry to pass all the qualifying requirements.

Money and Markets

CANTON TRADE NOTES.

Preserved meats have been cheap since the Chinese New Year, as demand has fallen away and supplies are abundant.

The cotton yarn market is steady and prices are firm. There are inquiries from merchants of Fatsan and the North River districts. Stocks are not abundant.

Demand from abroad for wolfram ore has been exceedingly brisk and the price has risen by nearly six dollars per picul. The current price is H.K. \$64 per picul.

Soap manufacturers are making no profits, large importation of foreign soap having hit the locally-made article. Soap materials come from abroad and prices have risen in consequence of the high exchange rate.

Match manufacturers are on the verge of bankruptcy. They complain that their business has been practically killed by the competition of Swedish and Japanese matches. Recently, the Man Ming Factory, one of the largest and oldest match factories in Canton closed down. The existing factories have had to reduce their staffs and over eighty workers have been dismissed since Chinese New Year.

The groundnut oil market is very dull the price being low and arrivals short. The price of wood-tar oil has risen as supplies from the West River have been very limited owing to the war. Tea-seed oil shows healthy demand and the price has gone up. The price of bean oil is also high as both arrivals and stocks are short. The latest quotations for groundnut oil is \$23.40 per picul, tea-seed oil \$33, wood-tar oil \$43.50 and bean oil \$26.60.

Trade conditions in Fatsan, Samshui, Sannam and other cities on the West River have been bad. There is a need to do big business with Wuchow, Nanning, Kweilin, Liuchow and other cities in Kwangsi but since the beginning of the present war in Kwangsi, business has been held up as there is no communication with any place above Tenghsien. Canton firms declare that they have collected nothing from Kwangsi since the trouble started.

METALS.

Messrs. Pentreath & Co. have forwarded us the following letter dated January 16, received from Hornby, Hemelryk & Co., Liverpool:

COPPER.

Close yesterday—Cash, 278.2.8; last week, 271.12.6.

Close yesterday—Three months, 269.5.0; last week, 269.15.0.

Close yesterday—New York, March 10.25c; last week, 10.25c.

The market has remained fairly steady during the past week with cash metal still in demand, mainly for American account, and a premium of 23 per ton was seen yesterday for strictly cash metal.

The ruling premium for cash is expected to attract supplies of rough metal from Germany, which would ease the prompt position temporarily, although it is considered that the American requirements extend well into February dates.

The American statistics, just published, for December are again very unfavourable, and compare with November figures as follows:

Short Tons.
Refined output 7,173 (dec.)
Domestic deliveries 10,820
Exports 2,227
Refined stocks 1/1/30 44,401 (inc.)
Blister stocks 8,157
Blister output 3,780 (dec.)

Confidence amongst consumers is naturally lacking, but producers are apparently determined to maintain the present level of prices, even if it means a still further restriction of output.

Our New York correspondents cabled last night that the market is neglected. They believe that producers will reduce the price of Electrolytic in the late Spring. Domestic interests consider futures prices too low.

TIN.

Close yesterday—Cash, 2173.12.6; last week, 2177.5.0.

Close yesterday—Three months, 2178.17.4; last week, 2180.10.0.

Close yesterday—New York, March 38.90c; last week 39.25c.

The market has shown somewhat irregular movements at times, but trading has been without special feature and generally fairly quiet, although it appears evident that efforts are being made to keep prices in check and at a low level pending more general adherence to the restriction schemes of the Tin Producers' Association. In this connection, cessation of operations in Malaya was on a more extensive scale last Sunday than was the case a week earlier.

(Continued at foot of next column).

LAND INVESTMENT CO., LTD.

THE GLOUCESTER BUILDING ENTERPRISE.

DIFFICULTY WITH FOUNDATIONS OVERCOME.

The Forty-first annual meeting of the Hong Kong Land Investment Co., Ltd., took place yesterday at the Board Room of Messrs. Jardine, Matheson & Co., Ltd. Mr. B. D. F. Beith occupied the chair, and he was supported by Sir Robert Ho Tung, Messrs. T. E. Pearce, A. H. White, J. E. Joseph and H. H. H. Priestley (Directors), and L. S. Greenhill (Secretary).

THE CHAIRMAN'S SPEECH.

Addressing the meeting the Chairman said:—
From the Profit and Loss Account you will have noticed that although our rents have increased no sales of property have been effected during the year under review owing to the inactive condition of the property market. Total receipts however—as compared with those of 1929 which included a sum of \$16,233 representing profit on the sale of property—are reduced by less than \$3,000 which I trust will be considered by you a satisfactory result.

The accounts call for little comment. The amount advanced on mortgages has been reduced by \$1,207,000 odd whilst the amount invested in property shows an increase of \$1,500,000 odd. This is mainly accounted for firstly, by purchase or resumption of various small residential and other properties which your directors considered advantageous to acquire and, secondly, by construction work on the Hong Kong Hotel site (now called "Gloucester Building") and on some Chinese tenement houses in the Eastern district.

A Reserve Account.

As regards the allocation of the balance available for distribution your directors advocate opening a reserve account called Special Repairs and Renewals Account and crediting thereto sum of \$25,000 to meet any special expenditure that may become necessary to the properties in the way of rebuilding, renewing or improving them brought about by unforeseen circumstances and not applicable to capital account as the money so expended thereon cannot be regarded as prolonging the life of the particular building.

The necessity and prudence of this step is shown by the large amount which it has been found necessary to expend during the current year under the heading of repairs to house property, i.e., a sum of \$53,714.65 against \$36,436.19 in 1929.

Pile Driving Finished.
As regards the anticipated progress in the erection of "Gloucester Building" as outlined to you at our last annual meeting this I regret to say has not been fulfilled owing to unforeseen difficulties in the preparation of the new foundations.

The pile driving, I am glad to say, as I expect also are the occupants of all adjacent buildings, is now almost completed and the erection of the steel frame work will commence very shortly. It is hoped that a portion of the building will be revenue producing in about a year's time.

Speaking generally there are signs of improvement at the present time in the property market.

I now beg to propose the adoption of the report and accounts as presented and, when this has been duly considered, I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

OTHER BUSINESS.

The appointment of Messrs. A. H. White and T. E. Pearce to the Board of Directors was confirmed. Messrs. A. H. Compton and J. E. Joseph were also re-elected to the Board.

Messrs. Percy Smith, Seth and Fleming and Messrs. Linstead and Davis were re-appointed auditors at \$1,250 per annum.

Stocks in the United Kingdom warehouses continue to increase and at the end of last week amounted to 13,591 tons, but the market has now become accustomed to this position, which, after all, is comparatively no worse than the refined stocks of Copper in the U.S.A.

Our New York correspondents cabled last night that the undertone of the market is strong.

NEW YORK STOCK QUOTATIONS.

New York, Feb. 5.

Market strong. Business done, 4,832,470 shares.

Market strong.	Business done, 4,832,470 shares.	Feb. 5.
Adams Express	254 3/4	311
Allied Chemical & Dye	275 1/2	279
Allied Power & Light	45 1/2	48
Allyl Chloride	131 1/2	133
American Can	90 1/2	91
American Baking	75 1/2	78
American Smelting	229 1/2	231
American Tel. & Tel.	229 1/2	231
American Tobacco	229 1/2	231
American Waterworks	229 1/2	231
Anaconda Copper	77 1/2	78
Atlantic Refining	38 1/2	39
Baltimore & Ohio	117 1/2	118
Bethlehem Steel	100 1/2	102
Calumet & Hecla	30 1/2	31
Canadian Pacific Railway	100 1/2	102
Chesapeake Corporation	71 1/2	72
Chicago Northwestern	86 1/2	88
Chicago Rock Island	110 1/2	112
Chrysler	40 1/2	42
Cities Service, Common	30 1/2	32
Columbia Gas & Electric	91 1/2	93
Columbia Graphophone	229 1/2	231
Commercial Solvents	32 1/2	34
Consolidated Gas of N.Y.	113 1/2	114
Continental Oil	22 1/2	24
Cora Products	98 1/2	100
Coty Incorporated	30 1/2	32
Curtis Wright, Common	85 1/2	87
Darwin Chemical	129 1/2	131
De Pont de Nemours	102 1/2	104
Eastman Kodak Company	102 1/2	104
Electric Bond & Share	94 1/2	96
Erie Railroad	38 1/2	40
Ex Film "A"	31 1/2	33
General Electric (New)	41 1/2	43
General Motors	44 1/2	46
General Railway Signal	92 1/2	94
Gold Dust	43 1/2	45
Goodrich Rubber	43 1/2	45
Goodyear Tire & Rubber	68 1/2	70
Granby	68 1/2	70
Great Northern Corporation	63 1/2	65
International Cement	47 1/2	49
International Comb. Eng.	78 1/2	80
International Harvester	89 1/2	91
International Nickel	38 1/2	40
International Paper	100 1/2	102
International Proct. (Com.)	100 1/2	102
International Tel. & Tel.	68 1/2	70
Johns-Manville	144 1/2	146
Kennecott Copper	59 1/2	61
Lambert Company	104 1/2	106
Lehigh Valley	105 1/2	107
Light & Meyer "B"	105 1/2	107
Madison Square Garden	121 1/2	123
Missouri Pacific (Com.)	90 1/2	92
Montgomery Ward	41 1/2	43
Nevada Consolidated Copper	30 1/2	32
New York Central	181 1/2	183
Northern Pacific Railway	84 1/2	86
Packaging Corporation	17 1/2	19
Packard Motor Car	66 1/2	68
Paramount Famous Lasky	80 1/2	82
Pennsylvania Railway	144 1/2	146
Pennrod Corporation	83 1/2	85
Phillips Petroleum	58 1/2	60
Public Service of N.J.	59 1/2	61
Radio Corporation	132 1/2	134
Reading Railway	123 1/2	125
Reynolds Tobacco "B"	63 1/2	65
Seares Roebuck	97 1/2	99
Shell Union	28 1/2	30
Simmons Company	82 1/2	84
Southern California Edison	123 1/2	125
Southern Pacific Railway	118 1/2	120
Standard Gas & Electric	63 1/2	65
Standard Oil of New York	33 1/2	35
Standard Oil of New Jersey	33 1/2	35
Texas Corporation	63 1/2	65
Texas Gulf Sulphur	63 1/2	65
Union Carbide & Carbon	63 1/2	65
United Aircraft & Transport	45 1/2	47
United Aircraft Dry Dock	45 1/2	47
U.S. Realty & Improvement	183 1/2	185
U.S. Steel	65 1/2	67
Vanadium	65 1/2	67
Westinghouse E. & M. (Com.)	104 1/2	106

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Paris, Feb. 10.	London, Feb. 10.
Paris	124.17
New York	4.86 5/16
Brussels	34.905
Geneva	25.195
Amsterdam	12.124
Milan	92.91
Berlin	20.365
Copenhagen	18.135
Stockholm	18.175
Oslo	18.21
Vienna	34.55
Prague	16.48
Helsinki	19.58
Madrid	37.525
Lisbon	108.25
Athens	81.8
Bucharest	51
Bombay	43 1/2
Buenos Aires	1/5 29/32
Shanghai	1/11 1/2
Hong Kong	1/6 1/2
Yokohama	2/0 1/2
Silver (spot)	20 5/16
Silver (forward)	20 1/2

WORKMEN'S LUCK IN GIANT LOTTERY.

2430,000 PRIZE WON BY A SYNDICATE.

The first prize of 2430,000 in the great Spanish Christmas lottery, the draw for which took place at Madrid recently, won by ticket No. 33453, which is held by a Saragossa syndicate.

The subscribers to this winning ticket are mostly poor workmen and labourers who clubbed together and contributed as much as they could afford.

Some of the shares only amounted to two pence, and these are expected to secure more than £20.

The second prize of 230,000 was won by ticket No. 35677, which was sold in Barcelona, and the third of 214,000 by ticket No. 17874, which was bought by a syndicate in Seville.

The total prizes in the lottery, which is the largest in the world, amount to 23,000,000.

It is stated that one-twentieth of the first prize will be distributed among the employees of a furniture factory, the owner of which had an interest in the winning ticket.

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE.

TUESDAY, FEBRUARY 11.

Buyers	Sellers	Sales	Nominal	Sharebrokers' Association.
Banks				
H.K. Banks	1,350	...	...	...
Do. (London)	2115	...	...	...
Chartered Bank	217 1/2	...	...	...
Mercantile Bks. "A"	239 1/2	...	...	...
Do. "C"	218 1/2	...	...	...
Bank of East Asia	38 1/2	...	...	...
Insurance				
Canton Ins.	715	...	...	...
Underwriters	1,75	...	...	...
North China	379	...	...	...
Union Ins.	379	...	...	...
Yangtze Ins.	330	...	...	...
China Fire	325	...	...	...
H.K. Fire	325	...	...	...
Shipping				
Douglases	24	...	...	...
Steamboats	327	...	...	...
Indos (pref.)	300	...	...	...
Do. (def.)	300	...	...	...
Shell Transports	98 1/2	...	...	...
Water-boats	22 1/2	...	...	...
Mining				
Benquits	54 1/2	...	...	...
Kallans	54 1/2	...	...	...
Langkats (comb.)	113.60	...	...	...
Do. (single)	17 1/2	...	...	...
Explorations	17 1/2	...	...	...
Shanghai Loans	11.30	...	...	...
Rauhs	14	...	...	...
Troch Mines	20 1/2	...	...	...
Docks, Wharves, Godowns, etc.				
H.K. & K. Wharves	157	...	...	...
Providents	35.45	...	...	...
H.K. Docks	35.45	...	...	...
Shanghai Docks	35.45	...	...	...
New Engineering	35.45	...	...	...
Hongkongs	35.45	...	...	...
Cotton Mills				
Ewos	16 1/2	...	...	...
Shah's (old)	16 1/2	...	...	...
Do. (new)	16 1/2	...	...	...
Zoong Sing	16 1/2	...	...	...
Lands, Hotels and Buildings				
H.K. & S. Hotels	12.55	...	...	...
H.K. Lands	12.70	...	...	...
Shanghai Lands	12.70	...	...	...
H.K. Realty	12.70	...	...	...
Humphreys	12.70	...	...	...
Chinese Estates	12.70	...	...	...
Public Utilities				
Tramways	10.25	...	...	...
Peak Trams (old)	11	...	...	...
Do. (new)	11	...	...	...
Star Ferries	73	...	...	...
C. Lights (old)	810	...	...	...
Do. (new)	810	...	...	...
Do. (comb.)	810	...	...	...
H.K. Electric	72 1/2	...	...	...
Macao	72 1/2	...	...	...
Sandakan Lights	72 1/2	...	...	...
Telephones	39.65	...	...	...
China Buses	9 1/2	...	...	...
Traction	9 1/2	...	...	...
Do. (pref.)	9 1/2	...	...	...
Industrial				
Caldbeck, (ord.)	11	...	...	...
Maegregor (pref.)	11	...	...	...
Canton Ice	11	...	...	...
Cement (comb.)	11	...	...	...
Do. (old)	11	...	...	...
Do. (new)	11	...	...	...
Ropes	7 1/2	...	...	...
China Sugars	81	...	...	...
Malabon Sugars	827	...	...	...
United Asbestos	827	...	...	...
Miscellaneous				
Dairy Farms	23	...	...	...
Per A. Wings	23	...	...	...
Amusements	23	...	...	...
Constructions	11.20	...	...	...
Lane Crawford	11.20	...	...	...
Mackintosh	11.20	...	...	...
Nanyang Tobacco	11.20	...	...	...
Sinceres (old)	11.20	...	...	...
Do. (new)	11.20	...	...	...
Watsons	11.20	...	...	...
Wm. Powell	11.20	...	...	...
B. Ind. G. & L.	11.20	...	...	...
H.K. Govt. Loan	11.20	...	...	...

NEW YORK STOCK EXCHANGE.

(United Press.)

New York, Feb. 3.

After a period of technical reaction on the New York Stock Exchange to-day, the market rallied throughout most groups, says the daily review of the Dow Jones Financial News Agency.

The pace quickened and tickers lagged, giving the general appearance which the market bore before the recent big break in prices.

The weak feature to-day was Simmons, which was hammered by the Bears and driven down four points, while other issues were advancing. Simmons closed at 80 1/2, off 6 1/2 from Saturday.

U. S. Steel met with selling early

CHRISTIAN SCIENCE EXPLAINED.

LECTURE AT CITY HALL.

VIEWS ABOUT GOD, MAN, AND THE UNIVERSE.

The Hon. William E. Brown, C.S.B., addressed a public meeting in the City Hall last evening, on Christian Science. The lecturer was introduced by Mr. A. Brearley in the following terms:

Friends,—First Church of Christ, Scientist, Hong Kong, welcomes you this evening to hear a lecture entitled, "Christian Science: The Truth about God, Man and the Universe."

The teachings of Christian Science are based entirely upon the Bible, the spiritual interpretation of which, by Mary Baker Eddy, is contained in our text book, "Science and Health," and in her other published writings. This spiritual interpretation is now enabling Mrs. Eddy's sincere students, as it enabled her, to prove by demonstration that the words of the Bible are as true to-day as when they were written. The works—the so-called miracles or signs—of the early prophets, of Jesus and of his followers are even now being performed all over the world, as Jesus the master-metaphysician said they should be, by thousands of people who have made a consecrated study of the Bible teachings, interpreted in the light of Christian Science.

My father and mother, my wife and I, have all experienced indisputable proof of the healing efficacy of Christian Science, and we are but few of a multitude of people who can to-day testify to have experienced in some degree the benefits obtained from an understanding of, and reliance upon, the omnipotence of God.

The opening words of the preface to our textbook are indeed wonderfully true,—“To those leaning on the sustaining infinite, to-day is big with blessings.”

It is my privilege to introduce to you our lecturer, Hon. William E. Brown, C.S.B., of Los Angeles, California, member of the Board of Lecturers of the Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts, who will now address you.

MR. BROWN'S ADDRESS.

The following is an abridged report of the lecturer's address:—
Something over nineteen centuries ago a Roman governor propounded to the Master of men the most important question of all time, namely: "What is truth?" The Bible does not record Jesus' answer to this question and for centuries mortals have been seeking a satisfactory solution of Pilate's query. In talking with his disciples Jesus declared concerning God and the real man, "Ye shall know the truth, and the truth shall make you free." Every afflicted mortal is still asking with Pilate, "What is truth?" and Christian Science brings you the answer to-night.

God the Only Cause.

In endeavouring to comprehend the truth of being it will be necessary to consider first the source and origin of all truth—a source that is commonly referred to as First Cause. In the Christian Science textbook, "Science and Health with Key to the Scriptures," Mrs. Eddy, the Discoverer and Founder of Christian Science, defines God as infinite Mind, an all-pervading intelligence in which all things live, move and have their being. Since God is all, as the Scriptures iterate and reiterate, it follows that Mind is all, and this fact is the basic stone in the foundation of Christian Science.

As God, infinite Mind, is the only cause or creator, it logically follows that all God creates must be like Himself, wholly and changelessly perfect.

Spiritual Understanding.

Because God is the infinite and all-inclusive Mind there resides in this Mind all perfection, wisdom, beauty, culture, prosperity, harmony, abundance and joy. Since this is true the quickest way to possess these qualities is to become identified with this Mind. Solomon said in speaking of the "blessings which come to one who thus identifies himself: "Happy is the man that findeth wisdom, and the man that getteth understanding. For the merchandise of it is better than the merchandise of silver, and the gain thereof than fine gold. She is more precious than rubies: and all the things thou canst desire are not to be compared unto her. Length of days is in her right hand; and in her left hand riches and honour. Her ways are ways of pleasantness, and all her paths are peace. She is a tree of life to them that lay hold upon her; and happy is every one that retaineth her." And David said, "I understand more than the ancients, because I keep thy precepts."

Salvation.

From what has been said of God and His universe it will be seen that what is called salvation is really a process of awakening to spiritual facts, the gaining of spiritual vision. The prophet declared, "Where there is no vision, the people perish." There are many references in the Bible to this process of awakening. The Psalmist

All who sincerely take up the study of Christian Science and live its precepts are soon enabled in some degree not only to benefit themselves, but others who appeal for help.

It is important to note that the healing which occurs under Christian Science treatment is entirely different in nature and quality from that of any other kind; it does not employ hypnotism, suggestion nor the human will in any way. These agencies are directly opposed to the practice of Christian Science, and Christian Science frees the patient from their pernicious influence. It is also important to know that while hypnotism and suggestion claim to heal physical ills regardless of the moral status of the patient, the Christian Science practitioner cannot heal his patient without improving him spiritually and morally. Moreover it imparts to the patient the ability to preserve his own sense of harmony through spiritual thinking and living.

Christ Jesus.

You will recall that in the third chapter of I John we are told, "Beloved, now are we the sons of God, and it doth not yet appear what we shall be." It was the mission of Christ Jesus to make this fact appear in the first century and it is the mission of Christian Science to make it appear to-day. Truth is eternal and ever present; it only requires discernment to make it available. The appearing of these facts manifested in better health, better morals, increased happiness and prosperity is what the Apostle referred to in his definition of faith, namely, "the evidence of things not seen."

The Christian Science conception of Christ Jesus is epitomized in the fourth Tenet of the Christian Science church, which I shall read from the Manual of The Mother Church written by Mrs. Eddy: "We acknowledge Jesus' atonement as the evidence of divine, efficacious Love, unfolding man's unity with God through Christ Jesus the God-shower; and we acknowledge that man is saved through Christ, through Truth, Life, and Love as demonstrated by the Galilean Prophet in healing the sick and overcoming sin and death." (Manual, pp. 15, 16).

Matter.

In the year 1866 Mrs. Eddy, the Discoverer and Founder of Christian Science, declared for the allness of God and the nonexistence of matter. By a world consciousness steeped in materiality this great discovery was not understood and hence became a target for ridicule and misrepresentation. Mrs. Eddy, reasoning from the Scriptural premise of the allness of God, infinite Spirit, was forced to the conclusion that infinite Spirit must necessarily express itself in a spiritual universe and that it must all be spiritual in its nature, not part Spirit and part matter. When Mrs. Eddy declared that all is the expression of infinite Mind, God, she is not denying the existence of the universe but is declaring that it is wholly spiritual and not a mixture of spirit and matter. She sums up the entire situation by declaring that "what the human mind terms matter and spirit indicates states and stages of consciousness" (Science and Health, p. 573).

It is interesting to know that after half a century of ridicule the leading material scientists are now, in substance, agreeing with Mrs. Eddy's original announcement concerning the nonexistence of matter. The modern physicists are teaching that what is termed matter is, in the last analysis, an expression of energy. As there is no action apart from Mind this is equivalent to declaring that matter is mental in its cause and nature, or, as the philosophers say, made of mind-stuff, and this is exactly what Mrs. Eddy said in 1866. In other words, Mrs. Eddy led the world's foremost thinkers and scientists by approximately half a century.

The importance of realizing that what is called matter is really mental, resides in the fact that when this is understood it shows the possibility of harmonious control through spiritual thinking and of understanding what Paul meant when he said, "For to be carnally minded is death; but to be spiritually minded is life and peace." When we realize that what we call our physical body is mental, wholly governed and controlled by thinking, we can readily understand that whether it is to be harmonious or discordant will be determined by the nature of the thoughts we entertain. Moreover, this knowledge frees us from the belief that man is a victim of circumstances, for it is self-evident that if all things are mental then what we call our environment in experience in life is also mental. As we learn that what we call our everyday experience is but a reflection or expression of what we are thinking, we see the possibility of changing our environment and begin to understand the meaning of Scriptural statement concerning mortals, "For as he thinketh in his heart, so is he." From this viewpoint it will be seen that in the last analysis we are not the victims of circumstances but really responsible for them. Then, with Paul, we should decide to become transformed through the renewing of our mind.

Righteousness.

Do I hear the question, "If all Christians are expected to possess the healing ability how is it to be obtained?" In speaking of this healing by prayer, James exhorts us to "pray one for another, that ye may be healed. The effectual fervent prayer of a righteous man availeth much." You will observe, that it is righteous prayer that is to avail or accomplish the healing. Throughout the Scriptures healing is pointed to as the proof of true righteousness. This was the reassuring and convincing answer sent to John when he was in doubt as to the identity of the Saviour: "Go and shew John again those things which ye do hear and see: the blind receive their sight, and the lame walk, the lepers are cleansed, and the deaf hear, the dead are raised up, and the poor have the gospel preached to them." Christian Science is daily and hourly proving to grateful multitudes that the command to heal the sick was not intended for a select body of students nor for a limited period of time.

Christian Science.

Christian Science has come to re-establish the Christianity of Jesus with its healing and redemptive

work. The proof that it is doing this is evidenced by the ever-increasing numbers of erstwhile suffering and discordant mortals who now rejoice in health and freedom. Christian Science is now leaving thought in all the various activities of earth—in business, art, commerce and government. It is correcting and improving all the affairs of men, making better men and women, causing them to conduct their lives in accord with divine Principle. In so doing Christian Science is not only benefiting the individual but also rapidly laying a foundation for the universal brotherhood of man, after all the process possibly, but after all the only way to permanent harmony in world affairs. When a sufficient number of individuals are striving to live in harmony with God, international, national and state problems are solved before they become inimical.

It is sometimes said that Christian Science is narrow, but this is really commendatory, inasmuch as the way to all truth is narrow. Mathematics is narrow; there is only one way to add and to subtract—there is only one answer to two plus two. The most liberal and broad-minded banker could not change that answer by one duodecillionth. The Master said that his way was straight and narrow.

Christian Science Demonstrated.

Christian Science is an exact deductive Science, susceptible of proof, and all who so desire may obtain this proof. Let me here proffer a little friendly advice to those who decide to investigate Christian Science. There are to-day many spurious and imitative works pretending to teach Christian Science. These are wrong in statement and dishonest in conception. If you would avoid much trouble, avoid these pitfalls. Metaphysics is intimately connected with the very process of thinking itself, and you cannot afford to become inoculated with spurious metaphysics. Unless you get metaphysics straight and sound you are far better off with none. Mrs. Eddy was so alive to this danger that she requested her name to be given at all times when her works are read in public, so that the stranger and seeker may be assured that he is listening to exact metaphysics.

The Discoverer and Founder of Christian Science.

The early life of Mary Baker Eddy, the Discoverer and Founder of Christian Science, shows step by step how she was prepared through spiritual experiences to receive the revelation of what she later named Christian Science. Carefully reared and educated in a Christian environment, she early became an earnest student of the Bible, and had often wondered why its promises concerning healing were not being fulfilled in this age.

In after life, while suffering from the result of an accident pronounced by the attending physician as fatal, she turned unreservedly to God and His promises and was instantly healed. This experience of Christian Science healing is ever operative and needs but to be understood to utilize it in this and every age.

By virtue of many years of spiritual thinking and living Mrs. Eddy made it possible for the world to receive in this age the answer to Pilate's question, bringing to the world manifold blessings, redeeming mankind from all kinds of discord. We are accustomed to hear the declaration of many that we are living in a wonderful age; and so we are, but the chief thing that makes this a wonderful age is the discovery of Christian Science, Enumerate, if you will, all the great inventions of the age, carefully tabulate all that the material sciences have achieved. Important as they are, and not to be belittled in any way, in comparison with Mrs. Eddy's discovery which imparts the ability to overcome sin, disease and death they, indeed, sink into insignificance.

Mrs. Eddy, with clear spiritual vision, writes thus of the world's problems and their one and only solution (Science and Health, p. 340): "One infinite God, good, unifies men and nations; constitutes the brotherhood of man; ends wars; fulfills the Scripture, 'Love thy neighbour as thyself'; annihilates pagan and Christian idolatry; whatever is wrong in social, civil, criminal, political, and religious codes; equalizes the sexes; annuls the curse on man, and leaves nothing that can sin, suffer, be punished or destroyed."

The knowledge of this glorious possibility is the great gift of Mrs. Eddy to a world in bondage to sin, disease and death. Is it not self-evident that as mankind learns to know God and His laws and live in harmony with them, not only is the condition of mankind being improved, but the reign of universal peace and permanent harmony is being ushered in correspondingly? And since this is true let us begin at once to acquire this knowledge so that we may aid in hastening this glorious day—a day so well portrayed by the Revelator, who writes: "And I heard a great voice out of heaven saying, Behold the tabernacle of God is with men, and he will dwell with them, and they shall be his people, and God himself shall be with them, and be their God. And God shall wipe away all tears from their eyes; and there shall be no more death, neither sorrow, nor crying, neither shall there be any more pain: for the former things are passed away."

SMALL-POX IN THE COLONY.

37 DEATHS LAST WEEK.

The report of the Medical Officer of Health for the week ending February 8 gives the number of fresh small-pox cases at 37 (36 Chinese) and there were an equal number of deaths.

Other cases of notifiable disease were as follows:—Typhoid 3 (2 Chinese), 1 death; scarlet fever 1 ("non-Chinese"); diphtheria 4 (2 Chinese), 2 fatalities; meningitis, 1 (Chinese). Fatalities from non-notifiable disease included, influenza 2, malaria 5, tuberculosis 40.

Another 8 cases of small-pox and 1 ("non-Chinese") of typhoid, were reported on Monday.

THE COASTAL SERVICE.

CHANGES AND APPOINTMENTS.

Captain J. M. Byrne, C.N. Co., is on Home leave.

Captain W. J. Larter, C.N. Co., is on Home leave.

Mr. W. P. Bruce, from special duty, has gone chief officer, Wanchang.

Mr. F. A. White, second officer, Suiyang, is on reserve.

Mr. T. E. Rees, second officer, Wanchang, has gone second officer, Suiyang.

Mr. L. K. Berenievitch, from reserve, has gone second officer, Wanchang.

Mr. R. Bird, from reserve, has gone second officer, Changchow.

Mr. J. R. G. Gow, second officer, Changchow, has gone second officer, Yunnan.

Captain T. G. Beer, of the Yunnan, has gone master, Shansi.

Mr. A. Wodley, chief officer, Pingwo, has gone master, same ship.

Captain S. J. Barden, of the Pingwo, is on reserve.

Captain P. J. Jordan, of the Kingwo, has gone master, Kingwo.

Captain R. Hughes, of the Kingwo, is on reserve.

Mr. J. M. Bain, chief officer, Suiwo, is on reserve.

Mr. J. W. Stoneham, from reserve, has gone chief officer, Suiwo.

Capt. W. Sudbury, of the Shu Kwang, has gone master, Tien Kwang.

Mr. R. Sorjeant, chief officer, Hai Kwang, has gone chief officer, Tien Kwang.

Mr. D. B. Smith, second officer, Kungwo, is on reserve.

Mr. J. Shiel, second officer, Fuhwo, has gone second officer, Kungwo.

Mr. P. H. Todd, second engineer officer, Wenchow, has gone second engineer officer, Suiyang.

Mr. R. D. Davis, from reserve, has gone second engineer officer, Wenchow.

Mr. R. Barclay, chief engineer officer, Kingyuan, has gone chief engineer officer, Anhui.

Mr. D. S. Whyte, chief engineer officer, Shu Kwang, has gone chief engineer officer, Tien Kwang.

Mr. J. C. Baker, from reserve, has gone third engineer officer, Wanchang.

Mr. A. Robertson, from reserve, has gone third engineer officer, Wanchang.

Mr. A. Duggan, from reserve, has gone acting chief engineer officer, Kingyuan.

Mr. W. P. Barclay, chief engineer officer, Kingyuan, has resigned.—Shipping and Engineering.

CONSIGNEE NOTICES

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "ALFPORE."

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All Claims against the Steamer must be presented to the Undersecretary on or before 3rd March, 1930, or they will not be recognized.

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Pres. Wilson...Sun, Mar. 23, 8 a.m.
Pres. Fillmore...Sun, Mar. 9, 8 a.m.
Pres. Van Buren...Sun, Apr. 6, 8 a.m.

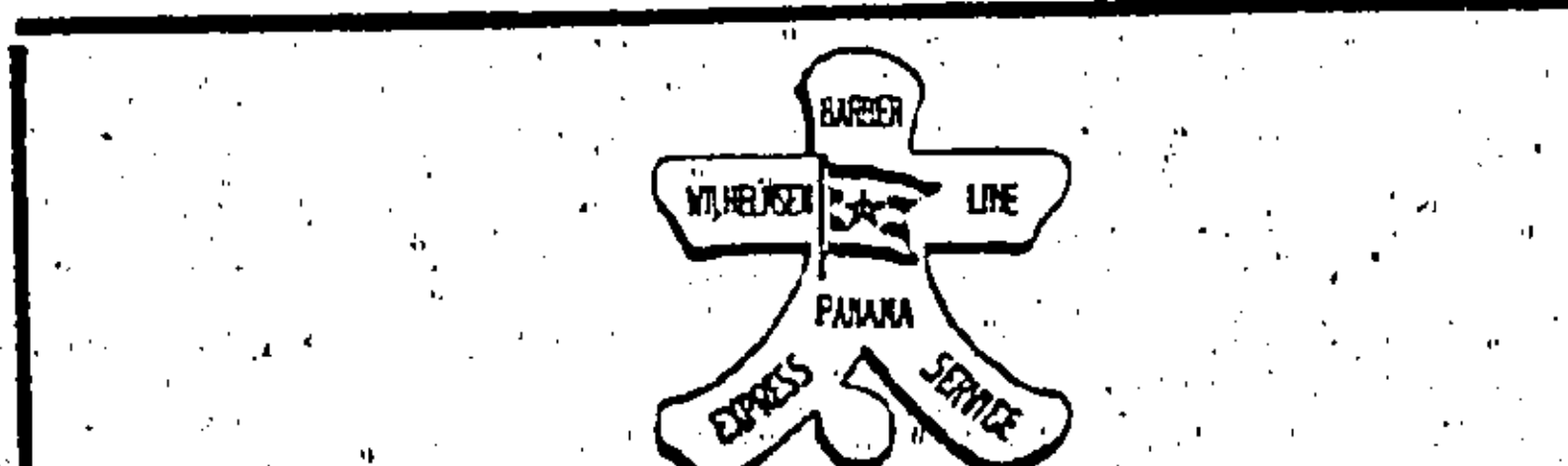
To Manila
Pres. Lincoln...Feb. 11, 8 p.m.
Pres. Cleveland...Feb. 15, 8 p.m.
Pres. Madison...Feb. 25, 6 p.m.
Pres. Pierce...Mar. 1, 6 p.m.

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HONGKONG, SHANGHAI & BANGKOK	"CHENGKU"	On 13th Feb.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 16th Feb.	Daylight
SHANGHAI & DALNY	"LUOHOW"	On 16th Feb.	Daylight
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 16th Feb.	8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 16th Feb.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 18th Feb.	Daylight
FOOCHOW, WETZEL, CHEFOO & TIENTSIN	"HUICHOW"	On 18th Feb.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 23rd Feb.	Daylight
SHANGHAI & DALNY	"CHENAN"	On 23rd Feb.	Daylight
SWATOW & BANGKOK	"KIANGSU"	On 23rd Feb.	11 a.m.
SWATOW, AMOI, SWATOW & S'PORE	"ANKING"	On 24th Feb.	8 p.m.
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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

FEBRUARY 10, 1930.														FEBRUARY 11, 1930.													
STATION	Hour Local Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		WAVE Direction (Force)	Moon Phase (Hours)	Hour Local Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		WAVE Direction (Force)	Moon Phase (Hours)									
		Inches	Mills			Inches	Mills				Inches	Mills			Inches	Mills			Direction	Force	Direction	Force					
Wladivostok...	12	30.25	768.3	7	...	NNE	5	b	...	6	30.30	769.6	3	...	NNE	8	b	...									
Nemuro	11	29.96	761.0	...	...	NE	9	...	...	5	29.71	754.5	...	...	ENE	2	...	...									
Hokodate	...	29.90	759.5	...	...	E	1	...	...	...	29.73	755.0	...	...	...	0	...	...									
Tokio	...	29.53	750.0	...	...	N	5	...	...	...	29.84	758.0	...	...	NW	3	...	...									
Kochi	...	29.88	759.0	...	...	NNW	1	...	...	...	30.06	763.5	...	...	...	0	...	...									
Nagasaki	...	30.10	764.5	...	...	NW	2	...	...	...	30.18	766.5	...	...	W	3	...	...									
Kagoshima	...	30.04	763.0	...	...	NNW	2	...	...	...	30.14	765.5	...	...	NNW	1	...	...									
Oshima	...	30.10	764.5	...	...	N	3	...	...	...	30.16	766.0	...	...	N	3	...	...									
Naha	...	29.96	761.0	...	...	NNW	4	...	...	...	30.22	767.5	...	...	NW	5	...	...									
Ishigakijima	...	30.24	768.0	...	...	NNE	1	...	...	...	30.28	769.0	...	...	NNE	2	...	...									
Bonin Island	...	29.65	753.0	...	...	W	5	...	...	...	29.86	758.5	...	...	NW	3	...	...									
Chefoo	15	30.45	773.4	30	80	NNW	2	b	...	6	30.50	774.7	24	100	NNW	4	b	...									
Shanghai	14	30.43	772.8	37	57	N	2	o	...	...	30.57	776.4	28	91	NNW	4	2	...									
Gutalaff	...	30.44	773.2	38	72	NNW	4	...	...	...	30.58	776.7	32	90	NNW	4	o	...									
Sharp Peak	...	30.10	764.5	56	69	N	2	...	...	...	30.57	776.4	28	91	NNW	4	o	...									
Amoy	...	30.19	766.8	58	64	ENE	4	b	...	6	30.55	770.9	46	92	ENE	2	...	...									
Swatow	...	30.11	764.8	57	72	NE	2	...	...	...	30.53	770.4	54	90	NE	2	...	...									
Taihou	11	30.25	768.3	64	53	E	4	...	...	...	30.24	768.0	54	...	NNW	2	...	...									
Taihou	...	30.21	767.4	64	...	...	0	b	...	...	30.19	765.8	52	...	NNW	2	...	...									
Taihou	...	30.18	766.5	68	...	...	0	b	...	...	30.14	765.6	54	...	NNW	2	...	...									
Taihou	...	29.92	767.7	72	...	NE	4	b	...	...	30.14	765.6	54	...	NNW	2	...	...									
Koshun	...	30.18	766.5	61	...	NNE	5	b	...	...	30.34	768.0	54	...	NNW	2	...	...									
Pescadores	...	30.18	766.5	58	...	...	3	o	...	...	30.13	768.5	55	...	NNW	2	...	...									
Hong Kong	14	30.18	766.5	58	55	E	3	...	...	...	30.15	768.8	55	...	NNW	2	...	...									
Gap Rock	...	30.18	766.5	58	...	ENE	5	...	...	...	30.12	768.0	54	90	ENE	2	...	...									
Macao	...	30.11	764.7	57	62	NE	4	...	...	...	...	...	...	...	...	...	...	...									
Hohow	...	30.06	763.5	76	60	E	3	...	...	...	30.18	768.3	66	84	NE	6	...	...									
Pratas Island	...	30.02	762.6	59	100	ENE	4	...	...	...	30.08	769.9	57	...	ENE	4	...	...									
Phulien	15	30.00	762.0	61	...	W	2	...	...	...	30.04	769.3	64	...	SW	4	...	...									
Tourane	...	29.92	759.0	77	...	ENE	6	...	...	...	29.93	760.2	76	...	S	6	...	...									
Cape St. James	...	30.06	763.5	72	57	NE	4	...	...	...	...	...	...	...	...	...	...	...									
Basco	14	30.02	762.6	75	56	ENE	4	...	...	...	...	...	...	...	...	...	...	...									
Aparrri	...	29.99	761.7	77	57	...	0	...	...	...	...	...	...	...	...	...	...	...									
Tuguegarao	...	29.89	759.3	82	...	NW	4	...	...	...	...	...	...	...	...	...	...	...									
Vigan	...	29.92	759.3	88	46	ESE	4	...	...	...	...	...	...	...	...	...	...	...									
Manila	...	29.93	760.2	81	80	NNE	2	...	...	29.98	761.4	73	89	NE	4	...	...	...									
Legaspi	...	29.93	759.9	70	68	N	4	...	...	...	...	...	...	...	...	...	...	...									
Calbayog	...	29.89	758.3	79	80	NE	4	...	...	...	...	...	...	...	...	...	...	...									
Tacloban	...	29.85	758.1	84	64	NE	6	...	...	29.95	760.8	72	88	NE	4	...	...	...									
Bohol	...	29.84	757.8	86	53	NE	6	...	...	...	...	...	...	...	...	...	...	...									
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...									
Surigao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...									
Suluan	...	...	...	...	...	...	...	...	...	6	29.79	766.6	75	...	E	2	...	...									
Guam	12.22	29.80	756.9	...	...	NNE	4	...	4.22	5	29.88	758.4	...	...	NNE	4	...	...									
Yap	11.00	29.82	757.5	...	...	NNE	2	...	...	...	...	...	...	...	...	...	...	...									
Pelew	...	...	...	...	...	...	...	...	...	...	29.51	757.2	79	...	E	3	...	...									
Ponape	...	...	...	...	...	...	...	...	...	...	29.51	757.2	79	...	E	3	...	...									
Labuan	14	29.83	757.7	84	68	NE	2	b	...	6	29.83	757.7	78	94	...	...	...	...									

February 11d. 11A. 00m.—The anticyclone central to the north of the Yangtze Valley has strengthened. Strong monsoon along the S.E. coast of China and fresh monsoon over the N. China Sea. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 2.91 inches, against an average of 2.09 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON FEBRUARY 12.

- Forecast.
- 1.—Formosa Channel ... N.E. winds, strong.
 - 2.—South coast of China between Hong Kong and Lamooka ... N.E. winds, fresh; overcast, some drizzle or mist.
 - 3.—Hong Kong to Gap Rock ... N.E. winds, fresh; overcast, some drizzle or mist.
 - 4.—South coast of China between Hong Kong and Hainan ... N.E. winds, strong.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, February 11.

Barometer	Thermometer	Humidity	Wind	Direction	Force	Rain	Highest open-air Temperature	Lowest open-air Temperature
30.10	3.27	36.21	...	...	...	...	10:59	11:54
58	18	85	...	...	...	...	...	...
59	73	89	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

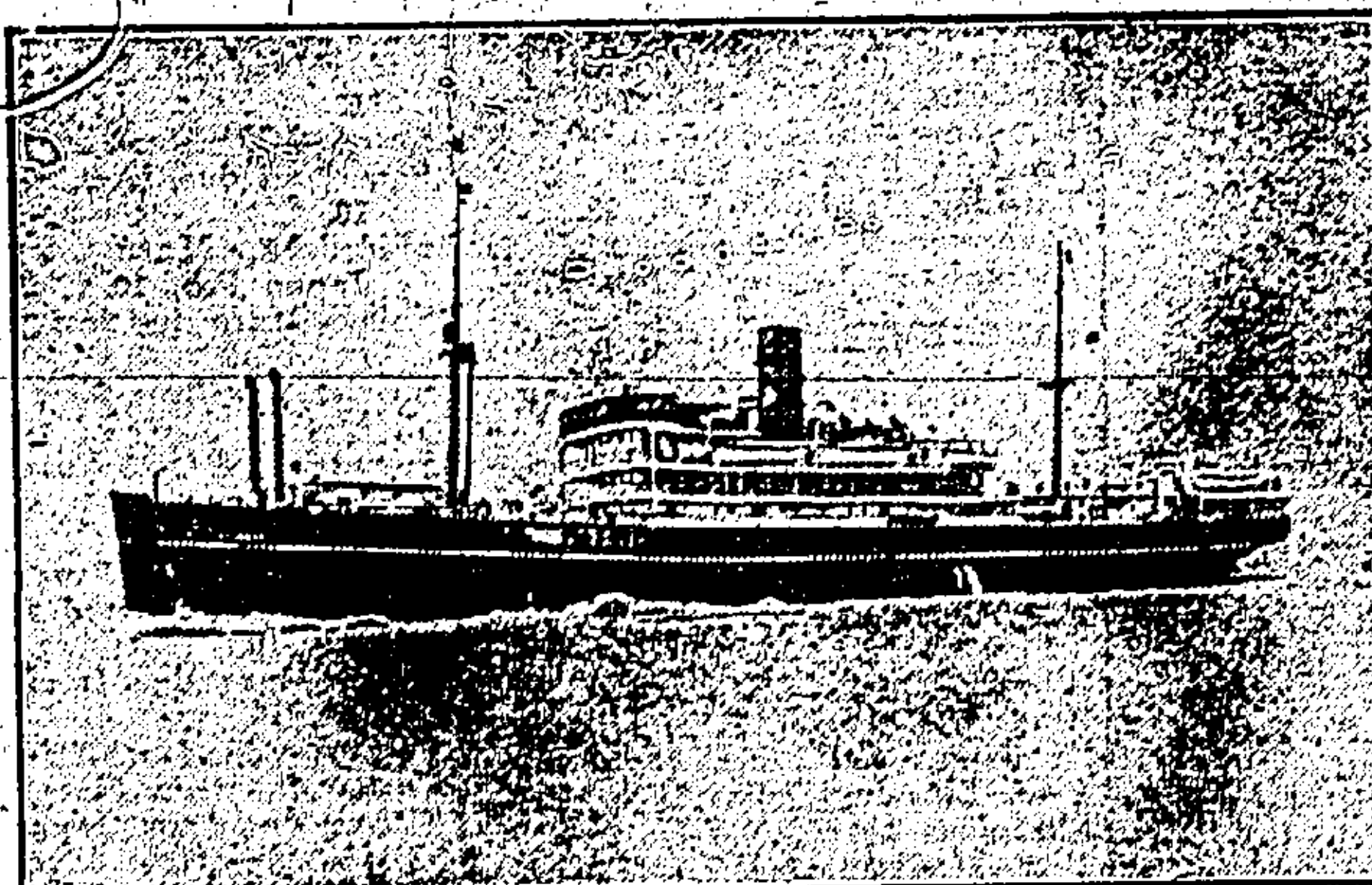
and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HONGSANG" "KANGSANG" "YUENSANG" "KONGSANG"	Sun., 16th Feb., at 7 a.m. Wed., 19th Feb., at 7 a.m. Sun., 23rd Feb., at 7 a.m. Wed., 27th Feb., at Noon
OSAKA via AMOI, MOJI & KOBE	"YUENSANG" "SUISANG"	Tues., 18th Feb., at 7 a.m. Wed., 28th Feb., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"HONGSANG" "KUMSANG" "NAMKANG" "KUTSANG"	Wed., 13th Feb., at 3 p.m. Tues., 18th Feb., at 3 p.m. Mon., 24th Feb., at 3 p.m. Tues., 4th Mar., at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Mon., 24th Feb., at 3 p.m. Sat., 1st Mar., at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHIPSANG"	Thurs., 13th Feb., at 7 a.m.
TIENTSIN via SWATOW	"CHEONGSHING"	Sun., 23rd Feb., at 7 a.m.

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FARE: HONG KONG TO LONDON £32.

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Motor Vessel "GLENLAMPY" (via Oran) ... 18th February
Motor Vessel "GLENAPPE" ... 13th March
Motor Vessel "GLENBEG" ... 7th May
Steamship "GLENIFFER" ... 4th June

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENSHIEL" ... 13th February
Motor Vessel "GLENGLUE" ... 6th March
Steamship "CARNARVONSHIRE" ... 14th March

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THROUGH BOOKINGS TO LONDON:

Cabin class ... £80.

NEXT SAILINGS TO EUROPE:

Express Freight	S.S. "Franken"	...	departure 1st Mar.
Pass.	M.S. "FULDA"	...	departure 8th Mar.
Freight	S.S. "Goslar"	...	departure 18th Mar.
Express Freight	S.S. "Main"	...	departure 28th Mar.
Pass.	S.S. "TRIEN"	...	departure 8th Apr.
Freight	S.S. "Dessau"	...	departure 18th Apr.
Express Freight	S.S. "Lahn"	...	departure 25th Apr.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

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17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 8 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Feb. 18	Feb. 18	Feb. 18	Feb. 20	Mar. 1
EMPEROR OF ASIA	Mar. 5	Mar. 5	Mar. 5	Mar. 13	Mar. 23
EMPEROR OF CANADA	Mar. 19	Mar. 19	Mar. 19	Mar. 27	Apr. 4
EMPEROR OF RUSSIA	Apr. 9	Apr. 9	Apr. 9	Apr. 17	Apr. 26
EMPEROR OF ASIA	Apr. 23	Apr. 23	Apr. 23	May 1	May 17
EMPEROR OF CANADA	May 7	May 7	May 7	May 15	May 22
EMPEROR OF RUSSIA	May 21	May 21	May 21	May 29	Jun. 6
EMPEROR OF ASIA	Jun. 4	Jun. 4	Jun. 4	Jun. 12	Jun. 21
EMPEROR OF CANADA	Jun. 18	Jun. 18	Jun. 18	Jun. 26	Jul. 3
EMPEROR OF RUSSIA	Jul. 2	Jul. 2	Jul. 2	Jul. 10	Jul. 19
EMPEROR OF ASIA	Jul. 16	Jul. 16	Jul. 16	Jul. 24	Aug. 1
EMPEROR OF CANADA	Jul. 30	Jul. 30	Jul. 30	Aug. 7	Aug. 14
EMPEROR OF RUSSIA	Aug. 13	Aug. 13	Aug. 13	Aug. 21	Aug. 28
EMPEROR OF ASIA	Aug. 27	Aug. 27	Aug. 27	Sep. 4	Sep. 11
EMPEROR OF CANADA	Sep. 10	Sep. 10	Sep. 10	Sep. 18	Sep. 25
EMPEROR OF RUSSIA	Sep. 24	Sep. 24	Sep. 24	Sep. 31	Oct. 8
EMPEROR OF ASIA	Oct. 8	Oct. 8	Oct. 8	Oct. 16	Oct. 23
EMPEROR OF CANADA	Oct. 22	Oct. 22	Oct. 22	Oct. 30	Nov. 6
EMPEROR OF RUSSIA	Nov. 5	Nov. 5	Nov. 5	Nov. 13	Nov. 20
EMPEROR OF ASIA	Nov. 19	Nov. 19	Nov. 19	Nov. 27	Dec. 4

(Regular Sailing Hour NOON).

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Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Mar. 9, 5 p.m.	Mar. 11	EMPEROR OF CANADA	Mar. 14
Mar. 31, 5 p.m.	Apr. 2	EMPEROR OF RUSSIA	Apr. 4

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.		
SHINYO MARU	...	Wednesday, 19th Feb.
ASAMA MARU	...	Thursday, 27th Feb.
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
SHIDZUOKA MARU	...	Friday, 28th Feb.
YOKOHAMA MARU	...	Tuesday, 11th March
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,		
via Singapore, Penang, Colombo & Suez.		
KITANO MARU	...	Saturday, 22nd Feb.
HABUNA MARU	...	Saturday, 8th March
SYDNEY & MELBOURNE via Manila & Ports.		
KAGA MARU	...	Wednesday, 19th Feb.
TANGO MARU	...	Wednesday, 26th March
BOMBAY via Singapore, Penang & Colombo.		
+ TOKUSHIMA MARU	...	Friday, 28th Feb.
SOUTH AMERICA (West Coast) via Japan, Honolulu,		
Los Angeles, Mexico and Panama.		
BARUYO MARU	...	Sunday, 2nd March
SOUTH AMERICA (East Coast) via Singapore, Cape		
Town & Ports.		
KAWACHI MARU	...	Saturday, 8th March
NEW YORK, BOSTON via PANAMA.		
+ KUMA MARU	...	Saturday, 15th Feb.
+ KAKO MARU	...	Monday, 24th Feb.
LIVERPOOL via Port Said, Constantinople, Genoa &		
Marseilles.		
+ DELAGOA MARU	...	Monday, 17th Feb.
ALOUTTA via Singapore, Penang & Rangoon.		
+ MALACCA MARU	...	Saturday, 15th Feb.
SHANGHAI, KOBE & YOKOHAMA.		
KATORI MARU	...	Monday, 17th Feb.
+ TOTTORI MARU	...	Wednesday, 19th Feb.
TANGO MARU (Nagasaki direct)	...	Friday, 21st Feb.
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Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 13,224 TONS;
THROUGH CARGO 41,458 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving at Hong Kong were:

British	Cargo for H.K.	Through Ports
Alipore	Bombay 75	5,854
Shirala	Osaka 523	1,057
Kut Sang	Calcutta 1,991	9,965
Yu Sang	Shanghai 1,500	200
		4,069
American		10,236
Pres. Lincoln	Shanghai 1,047	3,117
		1,097
German		3,117
Fulda	Hamburg 846	3,513
Vogland	Singapore 1,684	5,752
		2,510
French		9,263
General Metzinger	Shanghai	274
		274
Dutch		162
Tjileboet	Amoy	162
		162
Danish		5,830
Copenhagen		5,830
Clara Jebsen	Saigon 2,500	2,500
		5,830
Belgian		6,000
Patagonier	Antwerp 650	6,000
		6,000
Japanese		1,400
Taisei Maru	Samuraido 1,600	1,400
Tamba Maru	Shanghai 563	4,394
Hizunan Maru	Moji 1,066	790
		3,228
Chinese		6,574
Tak Hing	Macao 80	80
		80
		14,124
		41,458

ARRIVALS.

The following passengers arrived by the s.s. General Metzinger from the North: Mrs. S. C. Achille, Mrs. B. Coops, Mrs. Doyle, Mrs. C. Langhorne and baby, Capt. W. Boyd, Mrs. Mouget, Mr. G. C. Shepherd, Mr. Ho Luen Chang, Mrs. Bang Wen Ming, Mr. Yue Tsang Zee, Mr. Mao Tsao Ching, Mr. Tsung Chin San, Mr. Lee Chen Loo, Mr. W. O. A. McNeice, Mr. Pouyat, Mr. and Mrs. W. W. Burrell, Mr. T. N. Chang, Mr. and Mrs. H. P. Garland, Mr. and Mrs. Cole Porter, Miss L. M. Weston, Mrs. L. B. Bradley, Mrs. H. Oehlich, Miss Barbaux, Mrs. Barry Williams, Mr. J. Choate, Mr. A. M. Bourne, Mr. J. E. Waddell, Mr. R. Garreau, Mr. and Mrs. R. W. Hershey, Mr. J. B. Ipekjian, Mr. and Mrs. Chiba and three children, Mrs. E. Nid, Mr. Michau, Mrs. Dautremer and four children, Mr. Schneider, Mr. Lecomte, Mr. H. S. Frank, Mr. A. P. Grieder, Mrs. C. M. Laird, Mr. D. E. Gordon, Mr. and Mrs. K. P. Vogel, Dr. and Mrs. R. T. Bryan, Miss H. F. Salice, Mr. and Mrs. Schladoff, Mr. F. Parry, Mr. Pont, Mr. Le Brun, Mr. Calval, Mrs. Guthait, Mr. Wolf, Miss D. E. Mitchell, Mr. Riou, and Mr. Cecaldi.

DEPARTURES.

The following European passengers left for Marseilles via ports by the s.s. General Metzinger on February 11: Mr. and Mrs. D. C. Jackson, Mr. L. Weinheimer, Mr. G. Biesinger, Mr. F. C. Jarecki, Mr. E. Earl, Mr. T. B. Belsjoe, Mr. and Mrs. L. I. Fletcher, Mrs. B. Coops, Mrs. M. Doyle, Mr. Belle, Mr. T. Groux, Mr. F. C. Peterson, Mr. L. A. Bellemine, Mr. P. Croset, Mrs. Delacour, Mrs. A. Plantigina, Mrs. Bonenfant and daughter, Mr. F. Lafuente, Mrs. L. E. Cox, Mr. Mr. Thauval, Mr. R. Dewar, Mr. W. Adams, Mr. R. J. Tulloch, Mr. A. McLeod, Mr. A. MacKenzie, Mr. G. McKenzie, Mr. L. Souville, Mr. G. Michel, Mr. J. Andree, and Mr. E. le Nabat.

WARSHIPS IN PORT.

The following warships were in port yesterday:

Basin—Tamar, Iroquois, Sandwich, Herald, Petersfield.

North Arm—Sterling, Stormcloud.

In Dock—Seraph, Cicalea.

No. 11 Buoy—Birdar.

No. 12 Buoy—Bridgewater.

Foreign Men of War—French cruiser Waldeck Rousseau, gunboat Argus; U.S. gunboat Mundanao.

DAILY WATERFRONT NEWS.

JUNK MASTER FINED.

For anchoring near the Tung On wharf instead of in the Dangerous goods anchorage, with 20 cases (100,000 rounds) of small arms ammunition on board his junk, the master was fined \$30 by the Hon. Comdr. G. F. Holo, R.N., at the Marine Court yesterday morning.

Passenger Traffic Figures.

The statement of traffic for the week ending February 8, is as under:

	Arr.	Dep.
Ocean-going	4,399	5,742
River steamers	21,798	29,968
Junks, etc.	623	1,263
Total	26,813	36,970

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Shirala (Br.) Osaka	458
Kut Sang (Br.) Calcutta	636
Pres. Lincoln (Am.) Los Angeles	193
Tjileboet (Dutch) Keelung	60
Amoy	117
Clara Jebsen (Danish) Saigon	99
Tak Hing (Chinese) An Tau	99
Total	1,563

PASSENGERS.

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ARRIVALS.

February 11.

Alipore, British str., 3,241 tons, Capt. E. E. Dawson, from Singapore, buoy No. A3—Mackinnon, Mackenzie & Co.
Clara Jebsen, Danish str., 1,145 tons, Capt. J. Davidson, from Saigon, buoy No. C40—Chang Toong Ha.
Deli Maru, Japanese str., 1,293 tons, Capt. E. Sanada, from Canton, O.S.K. Wharf—O.S.K.
General Metzinger, French str., 5,524 tons, Capt. J. Brun, from Shanghai, Kowloon Wharf—M.M.
Havdrup, Norwegian str., 713 tons, Capt. Erik Fingelsen, from Canton, Yumati—K. Larsen & Co.
Hiyeizan Maru, Japanese str., 3,307 tons, Capt. S. Sumurama, from Miki, Yumati—M.B.K.
Imperial Prince, British str., 4,939 tons, Capt. J. Isdale, from Shanghai, buoy No. A3—Princo Line.
Konsan Maru, Japanese str., 1,553 tons, Capt. T. Kotake, from Amoy, buoy No. A25—M.B.K.
Semiramis, Dutch str., 3,378 tons, Capt. E. de Muinek, from Balikpapan, North Point—A.P.C.
Sunning, British str., 1,370 tons, Capt. W. Shaw, from Canton, buoy No. B9—B. & S.
Takao Maru, Japanese str., 1,943 tons, Capt. Takahashi, from Swatow, buoy No. A27—Wada Jimusho.

CLEARANCES.

February 11.

Alipore, for Kobe.
Asia, for Shanghai.
Emp. of Russia, for Shanghai.
Feng Lee, for Chefoo.
Foo Lee, for Tsingtao.
Fooking, for Swatow.
General Metzinger, for Saigon.
Hai Ning, for Swatow.
Haru Maru, for Canton.
Hiyeizan Maru, for Singapore.
Imperial Prince, for Manila.
Konsan Maru, for Canton.
Kut Sang, for Amoy.
New Mathilde, for Hoivoh.
Patagonier, for Shanghai.
Pres. Lincoln, for Manila.
Seistan, for Singapore.
Siberia Maru, for Shanghai.
Sunkong, for K. C. Wan.
Sunning, for Swatow.
Takao Maru, for Rangoon.
Yu Sang, for Canton.

SHIPS IN HARBOUR.

The following vessels were in harbour yesterday:

Wharves:—Kowloon: General Metzinger, Kut Sang, Pres. Lincoln, Emp. of Asia, Shirala, Fulda, Taishima Maru, Boli: City of Marseilles; Seonyo—Laichikok: Sunkong; Jardine Matheson's: Yu Sang; O.S.K.: Deli Maru; Douglas Lapraik: Hai Ning.

Docks:—Kowloon: Empress of Asia, Kochoo, San Bernardino, Venezia, Hong Peng, Manole; Tai-koo: Halvard, Tai Poo Shek, Hui-chow, Fatsan, Chekiang, Kanchoo, Taming; Cosmopolitane: Kumsang.

Buoys:—A2 Tjileboet, A3 Imperial Prince, A4 Siberia Maru, A5 Tyndarus, A6 Alipore, B9 Sunning, B11 Kalkan, B13 King Yuan, C15 New Mathilde, B24 Patagonier, A36 Tjipanas, A28 Apoe, A29 Sek-kow Maru, A30 Asia, B32 Fooking, C33 Chinsing, B34 Seistan, C35 Nitanga Maru, B36 Chian Lee, B38 Tonkin, C39 Waishing, C40 Clara Jebsen, C41 Prosper, C42 Nam Ping, C43 Feng Lee, C45 Foo Lee, B60 Taisei Maru, B31 Stroviken, C63 Hara Maru.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BULMA, OBYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, RITROFF, ETC.
PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KARMALA"	9,128	15th Feb. Noon	Mars. L'don, Hull, B'dm. & A'warp.
"KIDDERPORE"	5,334	19th Feb.	Marseilles & London.
"MACEDONIA"	11,130	1st Mar.	L'don, Hull, B'dm. & A'warp.
"KASHMIR"	8,935	8th Mar. (Mars.)	Mars. L'don, Hull, B'dm. & A'warp.
"KALYAN"	9,144	18th Mar.	Bombay, Marseilles & London.
"ALPORE"	9,278	19th Mar.	Bombay, Marseilles & London.
"RAWALPINDI"	16,819	29th Mar.	Bombay, Marseilles & London.
"MALWA"	10,980	12th Apr.	Bombay, Marseilles & London.
"RAJPUTANA"	16,568	16th Apr.	Bombay, Marseilles & London.
"KASHGAR"	9,005	10th May	Mars. L'don, Hull, B'dm. & A'warp.
"MANTUA"	10,946	24th May	Bombay, Mars. & London.
"KHYBER"	9,114	31st May (Mars.)	L'don, Hull, B'dm. & A'warp.
"KHIVA"	9,135	7th June	Marseilles, London & Hull.
"RANPURA"	16,601	21st June	Bombay, Marseilles & London.
"KARMALA"	9,128	5th July	Marseilles & London.
"MOREA"	10,954	12th July	Bombay, Marseilles & London.
"KALYAN"	9,144	22nd Aug.	Bombay, Marseilles & London.
"RAJPUTANA"	16,568	16th Aug.	Bombay, Marseilles & London.
"KASHMIR"	8,935	30th Aug.	Marseilles & London.
"MANTUA"	10,946	13th Sept.	Bombay, Marseilles & London.
"KASHGAR"	9,005	27th Sept.	Marseilles & London.
"MALWA"	10,980	11th Oct.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirana, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

Steamship	Tons	From Hongkong (about)	Destination
"SHIRALA"	7,841	19th Feb. 3 p.m.	Singapore, Penang & Calcutta
"TAKIWA"	7,936	25th Feb.	do.
"TILAWA"	10,908	11th Mar.	do.
"TALAMBA"	5,018	16th Mar.	do.
"TAKADA"	9,849	25th Mar.	do.
"TALMA"	10,000	13th Apr.	do.

* Calls Rangoon.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,586	28th Feb.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th Apr.	Island, Townsville, Brisbane, Sydney and Melbourne
"NELLORE"	6,553	2nd May	

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia via B. & A. S. Co. Ltd. steamers will also call at Shanghai, Hong Kong, Cebu, Colombo, Tawa, Timor, Durban, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ALIPORE"	9,144	15th Feb.	Sh'hai, Moji, Kobe & Yokohama.
"KALYAN"	10,006	20th Feb.	Amoy, Moji, Kobe, Yokoh. & Osaka.
"TILAWA"	8,018	23rd Feb.	Amoy, Moji, Kobe & Osaka.
"TALAMBA"	16,619	25th Feb.	Sh'hai, Kobe & Yokohama.
"RAWALPINDI"	6,949	4th Mar.	Amoy, Moji, Kobe & Osaka.
"TAKADA"	4,600	11th Mar.	Moji, Kobe, Osaka & Yokohama.
"ST. ALBANS"	10,580	14th Mar.	Sh'hai, Moji, Kobe & Y'hama.
"MALWA"	5,283	17th Mar.	do.
"NAGPORE"	10,000	22nd Mar.	Amoy, Moji, Kobe & Osaka.
"TALMA"	—	27th Mar.	Sh'hai, Moji, Kobe & Yokohama.
"BELPANAN"	16,568	28th Mar.	Sh'hai, Kobe & Yokohama.
"RAJPUTANA"	9,114	6th Apr.	Sh'hai, Moji, Kobe & Yokohama.
"KHYBER"	9,005	11th Apr.	do.
"KASHGAR"	10,946	24th Apr.	do.
"MANTUA"	5,304	5th May	do.
"KALABORE"	9,135	9th May	do.
"KHIVA"	16,601	23rd May	do.
"RANPURA"	9,128	6th June	do.
"KABMALA"	10,954	20th June	do.
"MOREA"	8,144	4th July	do.
"KALYAN"	16,588	18th July	Shanghai, Kobe & Y'hama.
"RAJPUTANA"	8,985	1st Aug.	S'tai, Moji, Kobe, & Yokohama.
"KASHMIR"	10,946	18th Aug.	do.
"MANTUA"	9,005	29th Aug.	do.
"KASHGAR"	10,980	12th Sept.	do.
"MALWA"	9,135	16th Sept.	do.
"KHIVA"	10,954	14th Oct.	do.
"MOREA"	11,120	24th Oct.	do.
"MACEDONIA"	16,619	7th Nov.	Sh'hai, Kobe & Yokohama.
"RAWALPINDI"	9,144	25th Nov.	S'tai, Moji, Kobe & Yokohama.
"KALYAN"	16,550	4th Dec.	Sh'hai, Kobe & Yokohama.
"RANCHI"			

